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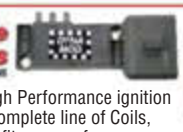
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87-93 5 lug 28 spline M-2000-7AK
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87-93 RH.. M-3078-4A $159.95
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CONTE

AUGUST 2015 VOLUME 28, ISSUE 8

MUSCLE MUSTANGS & FAST FORDS
YOUR 4.6 & 5.0 POWER SOURCE



136

DEPARTMENTS

11 SHOP TALK
18 HORSE'S MOUTH
130 BABE OF THE MONTH
133 POWERSHIFTIN'
134 SNAPSHOTS
136 HORSEPOWER

NTS

ON THE COVER: The Schreffler family has quite the Fox-body Notchback collection. It all started with the mom's 9-second coupe. Factor in two more for the father and son, and you have one big happy Blue Oval family. Cover photo kudos go to Stephen Brooks. Up top, Barry Kluczyk nailed the Coyote sleeve install, while Christopher Campbell handled our S550 CAI and programmer dyno session.



FAST FEATURES

22 FOUR TO GREAT!
Kenny Shaw's 1991 Fox-body Mustang keeps getting faster with the help of his friends.

48 DIRTY 30
How the Saleen SA-30 came to life.

70 A FOX-BODY FAMILY AFFAIR
Father and son notchbacks that are as clean as they are cool.

TOP TECH

30 RACK 'EM UP!
Get precision steering and durability with a power rack-and-pinion steering install.

56 ROAD RACING ON A BUDGET?
Watson Racing introduces affordable NASA-spec Iron-Series S197 racers.

94 STRONGER SLEEVES
Replacing the Coyote block's cylinder liners creates a foundation for maximum performance.

104 30 MINUTES TO MORE POWER
Easy bolt-on for any S550 GT Mustang with a JLT cold air kit and SCT programmer.

114 IN THE KNOW
Charting modular V-8 performance from 1996 to 2014.

EVENT ACTION

80 IT'S ALWAYS SUNNY IN FLORIDA
While the rest of the country froze, the Mustang and Ford scene was alive and warm in Silver Springs.



22



70



80

114



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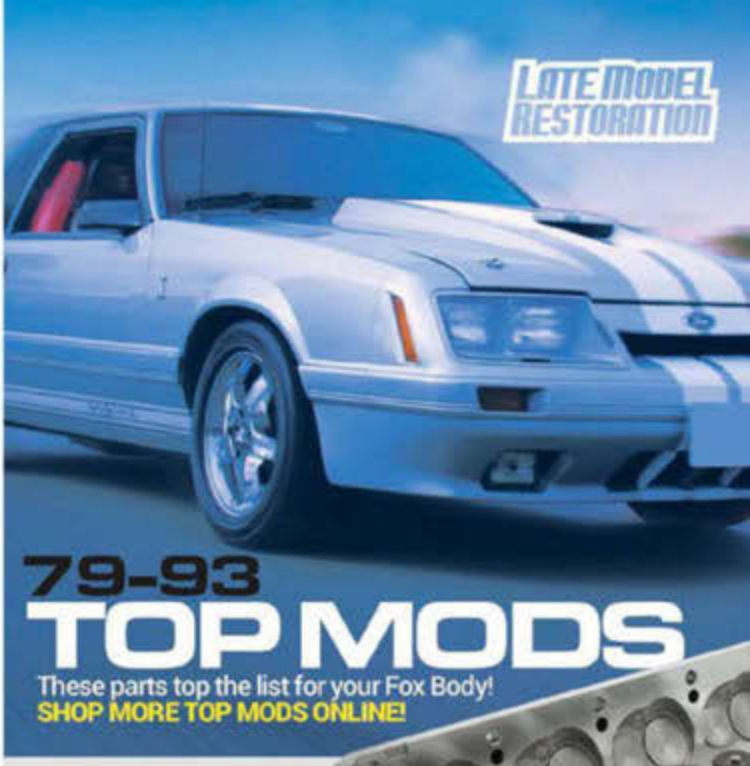




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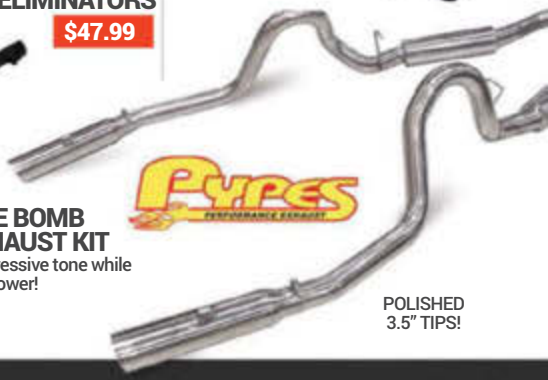
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SHOP TALK



EDITORIAL HENRY DE LOS SANTOS

FEEDBACK? Email me at finish.line@enthusiastnetwork.com

What's In Your Daily?

I'm convinced that modified rides make the best daily drivers.

How many times have you tried to deter yourself from modifying your daily driver? The temptation to modify always starts the same way; you know, three understated words: "I'm only planning . . ." As enthusiasts, we all know this is a flat-out lie and it's only a matter of time before your daily driver turns into a dedicated weekend ride. "I'm only planning to do the exhaust." "I'm only planning to . . ." You get the idea.

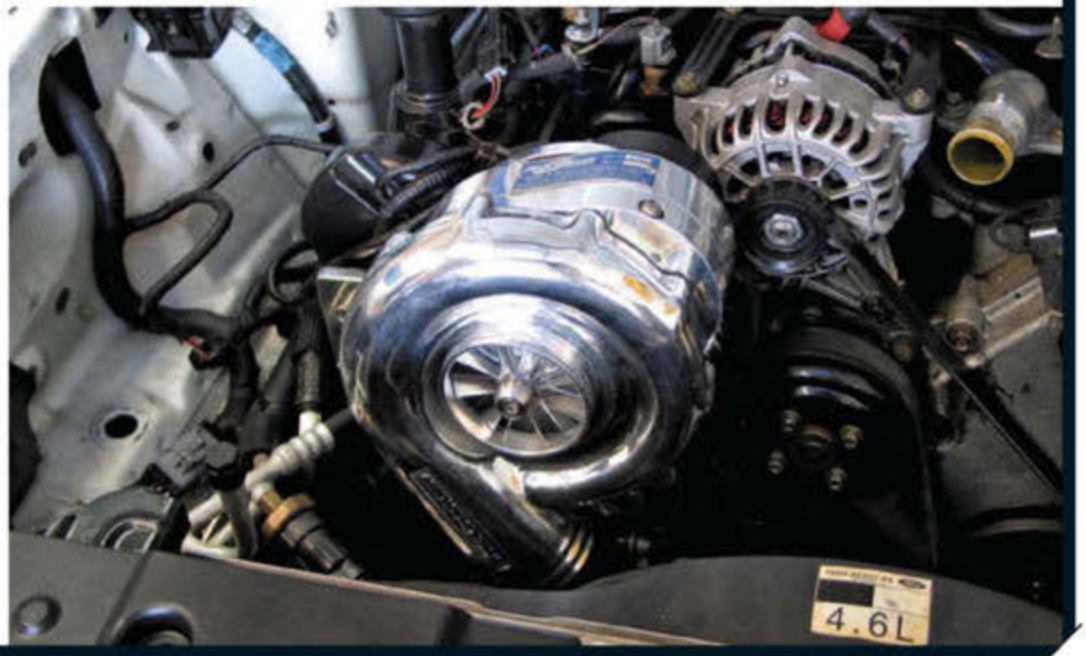
This leads me to my 1999 GT. For the past 11 years the mostly stock 4.6L powerplant with the automatic 4R70W has been trouble-free and proven to be a great commuter. Modifications were limited to basic bolt-ons, including exhaust, lowering springs, and a CAI setup with a programmer. Nothing crazy, but the air has always blown cold and it never overheats during the triple-digit San Fernando Valley summers.

More recently, the steady list of modifications is growing. The original 4R70W was on its last leg, and we've swapped it out with a fresh unit from Performance Automatic. With no other modification than the new transmission and converter setup, we were able to click off a 14.26 at 93 mph. OK, it's nothing over the top, but considering that these things could barely get out of the 15s, we were very pleased with the results.

Along with the transmission, we've tossed the factory binders for a big brake kit from Wilwood. If there's one thing that comes in handy on our congested freeways, it's being able to stop on command. There's a lot to be said for performance brakes, and we certainly welcome it.

On the engine side, we obviously couldn't leave it alone. Two-valve powerplants could use a little help, and we felt that a ProCharger D-1SC was the way to go. We're still fine-tuning our setup, but we should have real world numbers for you shortly. In case you were wondering, our goal is to make around 400 rear-wheel horsepower. Although in the back of my mind I'm really looking forward to checking out Ford Racing's B53 stroker short-block. Based off the M-6010-BOSS50 cast-iron performance block, it features all forged internals and will really open up the performance window. The thought of running big boost is pretty enticing.

We're far from finished, but you can bet we still have a few long-term goals in mind. More importantly, I'm convinced that modified rides make the best daily drivers. What do you think? **HDLS**



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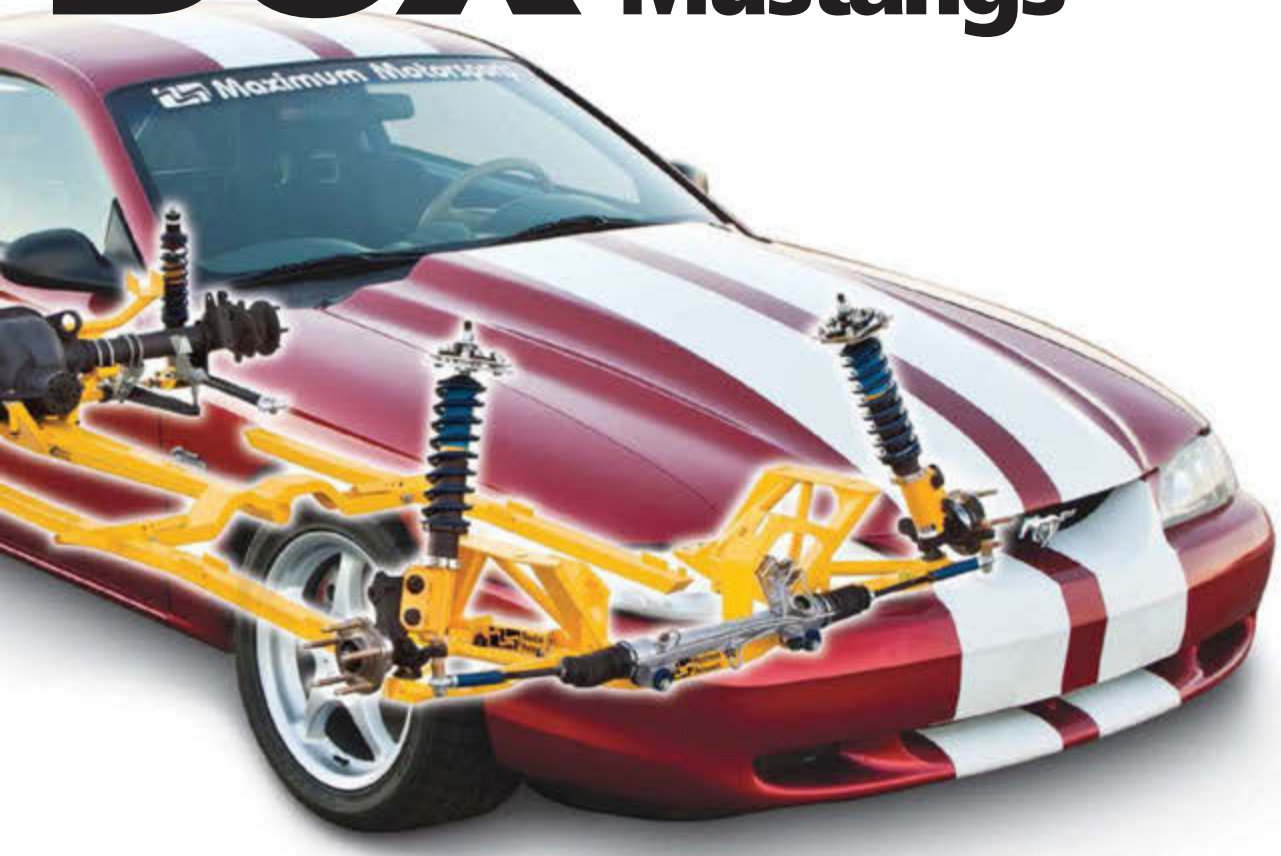
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HORSE'S MOUTH

THE LATEST NEWS IN THE FORD WORLD

BY EVAN J. SMITH



Racin' Jason Mustang Makes 1,400 RWHP in First Test!

Racin' Jason Betwarda's famous 1987 Ford Mustang cracked over 1,400 hp in its first dyno test, and the Kenny Duttweiler 408 twin-turbo beast was just getting started. The white convertible GT set the standard for Mustang performance in the mid-1990s with wheels-up launches and 7-second elapsed times. Sadly, the car was parked and later sold after Jason's death in 1999. Longtime friend Joe Caldwell recently purchased the Mustang and vowed to get it back on track. C&F Chassis has completed all the necessary updates, and the Mustang will soon be finished and track ready.

"It turned the rollers to the tune of 1,409 hp at over 900 lb-ft of torque. That was on 21 psi of boost, but we plan to run 30-35 psi," stated Caldwell. Caldwell expects the project to be completed mid-2015 and you can see the GT run at the Yellowbullet.com Nationals, at various NMRA events, and at Englishtown, New Jersey, where it made its fastest run, 7.56 at 187 mph.



Focus RS in U.S. Market

EcoBoost is the latest craze, and perhaps the hottest EcoBoost-powered vehicle is the soon-to-be released Focus RS, which is said to produce "over 315 hp" (but we won't be shocked to see 325-340) combined with unmatched handling. This could give the Mustang GT a run for the money, in the quarter-mile and in the twisties. Pricing is speculated to be right in the Mustang GT range. We predict some really fun banter between owners.

The all-new Ford Focus RS landed on U.S. soil at the 2015 New York International Auto Show this past April. In addition to the impressive power, it will feature a new advanced all-wheel drive system and is the first Ford RS equipped with selectable drive modes, including industry-first drift mode, as well as launch control.

According to Ford, the 2.3L EcoBoost engine will be matched with the most powerful Ford RS braking system ever. A dramatic exterior is designed to offer optimized aerodynamics and cooling, with 9 percent less drag over the previous model.

"Customers have begged for the Focus RS to come to the United States for years," said Raj Nair, group vice president, Global Product Development, Ford Motor Company. "And now we can say that they are getting one of the most innovative, powerful, and best-looking RS cars ever."



Saleen Releases **730HP Black Label Mustang**

At a lavish venue in Los Angeles this past March, Saleen Automotive pulled the wraps off the 2015 Black Label Mustang, which offers the highest level of performance. Saleen previously introduced the entry-level White Label and Yellow Label models, but the Black brings an awesome 730 hp, amazing handling, and a twist on Mustang design.

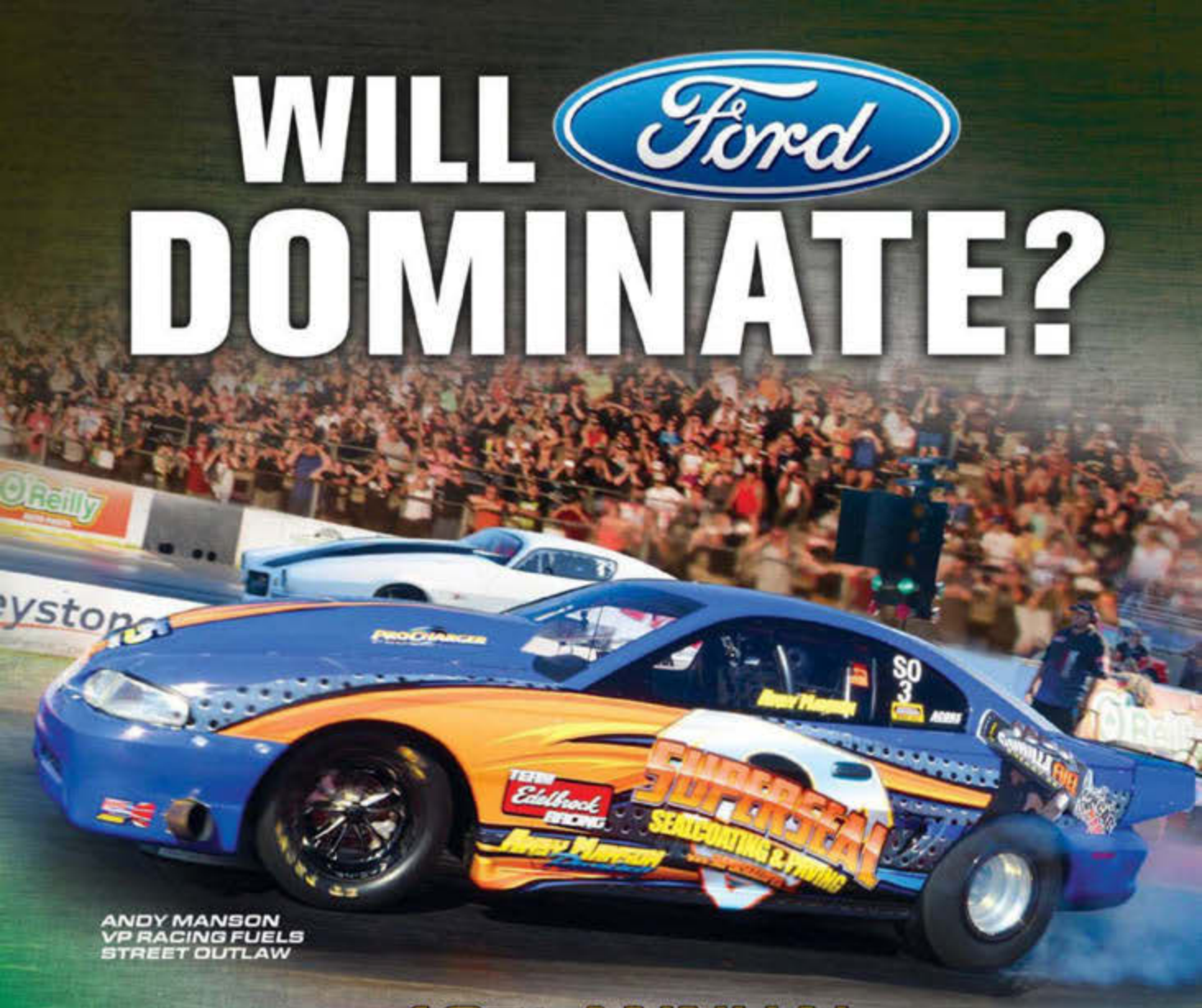
"Since I started building cars in 1984 my goal has always been to go above and beyond where anybody has been before," said Steve Saleen. "This will by far be the most refined and advanced Mustang we have built."

Under the hood is a twin-screw supercharger that gives 600 lb-ft of torque and runs on 91-octane. Cornering performance is enhanced with Saleen S4 springs, shocks, antiroll bars, bushings, and special 275/35R20 and 275/40R20 tires on a unique five-spoke wheel. Brakes are upgraded to 15-inch dimpled rotors with "multi-piston" calipers.

Saleen has smartly crafted his own styling. He says, "We started with finely tuned aerodynamic body components. Next, we spent considerable time optimizing lift over drag (L/D). The Mustang was lengthened 1.5 inches in the front and almost 2 inches in the rear, which helps increase the airfoil, thereby increasing downforce over the entire vehicle. A trademark Saleen rear wing balances the downforce created by the front air splitter."

There's also carbon fiber body components to lighten the overall weight of the vehicle. Black Label pricing starts at $73,214 and is available from select Ford dealers nationwide, by calling 800.888.8945 or visiting saleen.com.

WILL Ford DOMINATE?



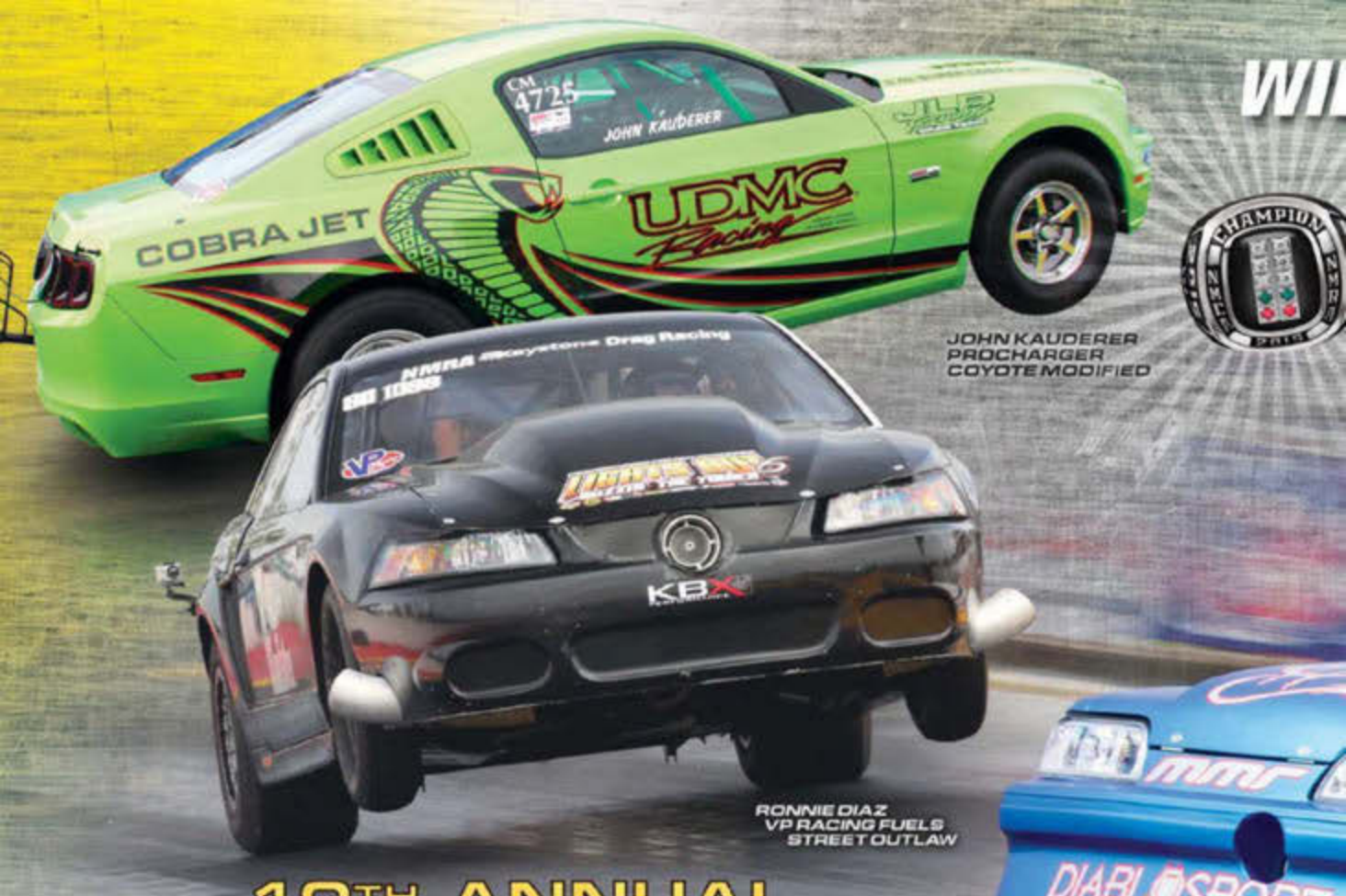
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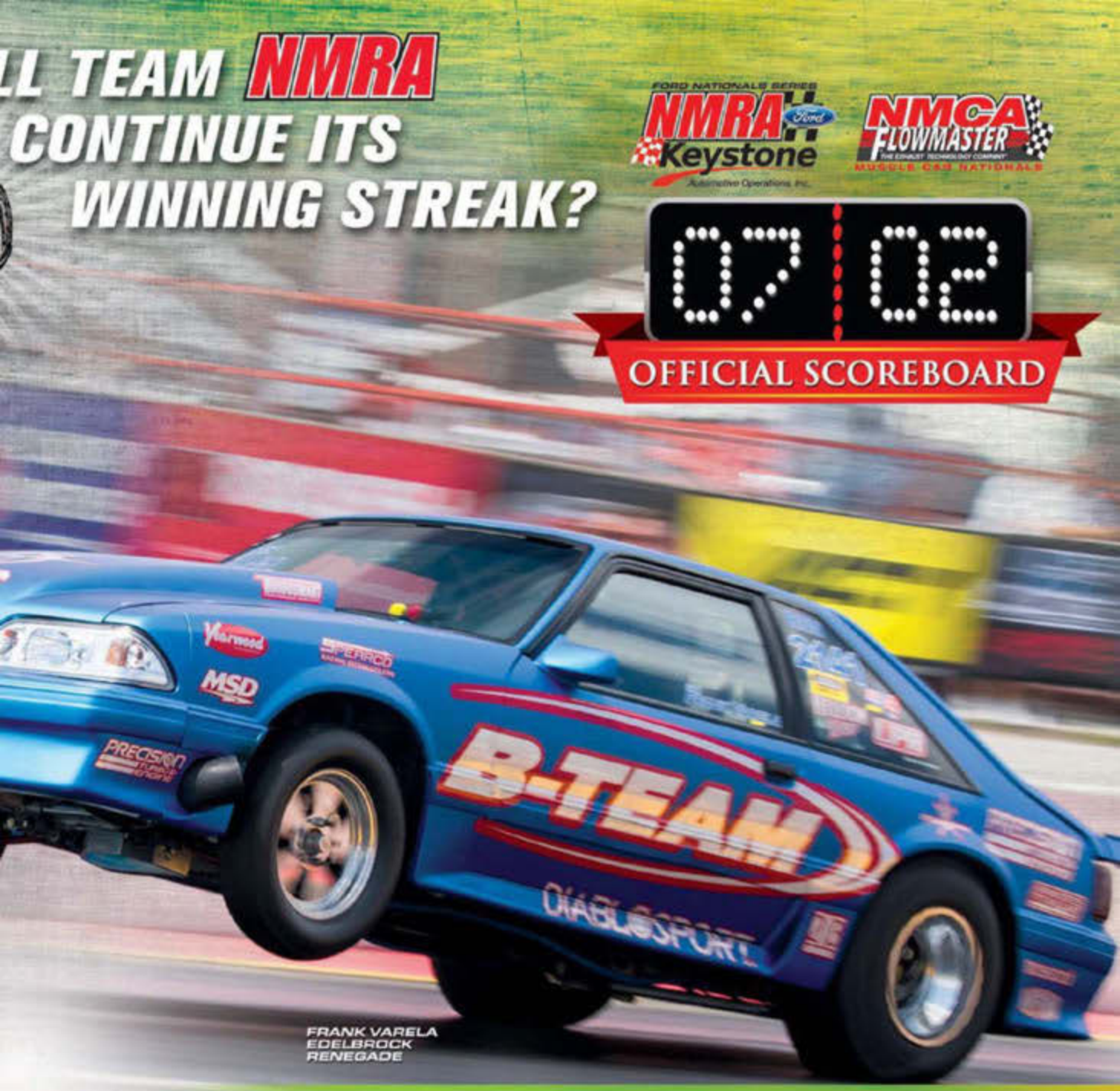


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FOUR TO GREAT!

KENNY SHAW'S 1991 FOX-BODY MUSTANG KEEPS GETTING FASTER WITH THE HELP OF HIS FRIENDS.

BY JOE GREEVES • PHOTOS BY THE AUTHOR



KENNY SHAW OF ST. AUGUSTINE, FLORIDA, HAS OWNED HIS OWN LANDSCAPING BUSINESS FOR THE PAST 16 YEARS.



While the mowers pay the bills, his real excitement during the last quarter-century has come from different internal combustion engines, those found in high-performance Mustangs. Kenny has built several over the years—each one faster and more purpose-oriented than the one before—thanks to his friend Tommy Taylor, who owned more than 60 Mustangs in the past and was instrumental in getting Kenny involved in the sport.

Kenny acquired his first Mustang back in the 1990s while he was in the military, a 1973 Mach 1 Fastback. It was fun, but it didn't take long before he replaced it with a quicker 1981 T-Top. After that it was a 1995 Mustang GT, a car whose engine and driveline he describes as "Velcro," since they were in and out so often. Along the way, Kenny credits his friend Ronnie





Smrekar with sharing the performance tricks he needed to get each of those Ponies galloping at speed. "Ronnie helped me pull a lot of horsepower out of what I had," Kenny says.

Together they worked on each other's 351-equipped, Fox-bodied cars, using their synergy to create the best combinations. Kenny says, "Neither of us had a bunch of money so the goal was to make the cars faster on a budget."

Whenever Ronnie was able to upgrade with new parts, Kenny would repurpose the old parts, installing them on his car. Kenny smiles when he says, "Although everything was virtually the same, Ronnie's old parts eventually made my car quicker and we could never quite figure out why!"

Kenny's current car is this silver 1991 Mustang, originally a four-cylinder hatch with automatic and air. He purchased the car from a friend who also happened to have a stock 351 block, a perfect solution to the tired four-banger. Over time and after quite a few performance tweaks, the modified motor and five-speed pulled the car through the traps at 10.69 and 132 mph. While that was quite an achievement, more and faster was always the goal.

Kenny took it to the next level, purchasing a 351 R-block from well-known Florida performance tuner Tony Gonyan. The team from Express Engines in Deland, Florida, assembled the engine using a hot rodder's dream sheet of upgrades, beginning with a Bryant Racing billet crank, Carillo rods, 10.5:1 JE pistons, a Comp Cams hydraulic roller cam, and TFS High Port heads designed especially for larger nitrous systems. Aspiration on Kenny's engine begins with a port-matched Victor Jr. intake that holds an 850 AED Performance carb and a K&N filter. Fuel delivery is critical in a nitrous motor, and Kenny jokes that he gets about 1 mpg when his foot is in it. The air/fuel mix uses a recirculating system that centers around a thirst-quenching Aeromotive 1000 Stealth fuel package with a pump mounted in the tank and the regulator and filter located on the passenger-side front fender. He squeezes out extra horses thanks to Outlaw 110-octane racing fuel purchased at the track. Lighting the high-octane brew is a combination of MSD 6AL electronic ignition and Blaster coil, followed by maximizing the scavenging effect with Kooks 1 7/8-inch wrapped headers that flow into a Summit 3-inch system using an X-pipe and a pair of Dynomax mufflers. Temps stay in



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the green thanks to an aluminum four-core radiator with an electric fan that Kenny adapted from a 1995 Mustang GT.

The engine initially dyno'd at 591 hp at the crank. When the first 175 shot of nitrous was installed the numbers jumped to 652 hp at the wheels. Even more gains came later when the Wilson Plate Nitrous kit went in, upgrading from a 175 shot to 225 and orchestrated by a Progressive nitrous controller. It allows Kenny to leave softly enough to minimize wheelspin on the line with the controller smoothly adding more nitrous as traction increases. Typically it's 50 percent on launch with 100 available after the first second. He is estimating that the new changes have brought the totals up to around 740 hp at the wheels. Managing that power is a thoroughly rebuilt Turbo 400 three-speed auto with a reverse valve body, a 3,800-stall speed, and a Cheetah SCS shifter, all assembled by JW in Rockledge, Florida. It's connected to a steel driveshaft with heavy-duty U-joints, fabricated by the Drive Shaft Specialists in Jacksonville. So far the combination has proven bulletproof.

Planting that power was the next challenge, beginning with rigidly mounting the engine and trans to the body. The buildup occurred with Kenny's friend Forest Eickert, who assisted with the installation of the all-new suspension, replacing the original 90/10 drag struts with a tubular front end, manual steering rack, and castor/camber plates, then incorporating UPR springs and Strange adjustable coilovers on all four wheels. The 16-way, Viking
Performance adjustable rear shocks allow precise tuning of the car's launch characteristics.

To ensure that the suspension had a rigid platform to operate from, subframe connectors and a full rollcage reinforce the body. Getting down to where the rubber meets the road, an 8.8 rear with 4.10 gears and Moser axles spin 28-inch-tall tires that seem to be the right combination, allowing the car to really hook up on the track. The 15x10 rear rims are Race Star Industries black chrome holding 295/55-15 Mickey Thompson ET Street tires running about 14 psi. Up front, slim 17x3.5 Race Stars are wrapped in 26x5.0-17 Moroso rubber. Kenny wisely incorporated new Mach 1 front disc brakes to manage the higher speeds. With all the changes in place and when the track is properly prepped, the Mustang now launches by lifting its left front wheel.

Finishing touches outside include a 5-inch cowl induction hood, smoked head and taillights, and a Cobra rear wing. Inside, a pair of black cloth Corbeau seats fitted with RCI five-point harnesses keeps driver and passenger secure. A full complement of Auto Meter gauges monitors underhood activity, and a Cheetah SCS shifter controls the Turbo 400 automatic. You won't find any stereo, air conditioning, or power steering on this Mustang. If it doesn't make the car go faster, it's simply not part of the plan!

How did all the changes affect the time slip? At the NSRA Spring Break Shoot Out in Bradenton, Florida, the car turned a 9.40 and 147 mph before being sidelined with a broken throttle cable. Is Kenny pleased with the current performance package? You bet! He says the car is just about right.

"In reality, I am at the top of the list for what's going on around here. So, for what we do, it's fine. The motor has been together for the last three years I have been beating the crap out of it at 7,500 rpm, and it is still holding together! I don't want to mess with success, but if I do tear it down, I will probably raise the compression and change the cam."

Kenny is a very fortunate guy. He sends special thanks to his wife, Trish, " because she never complains or gripes at me for all my Mustang antics!"

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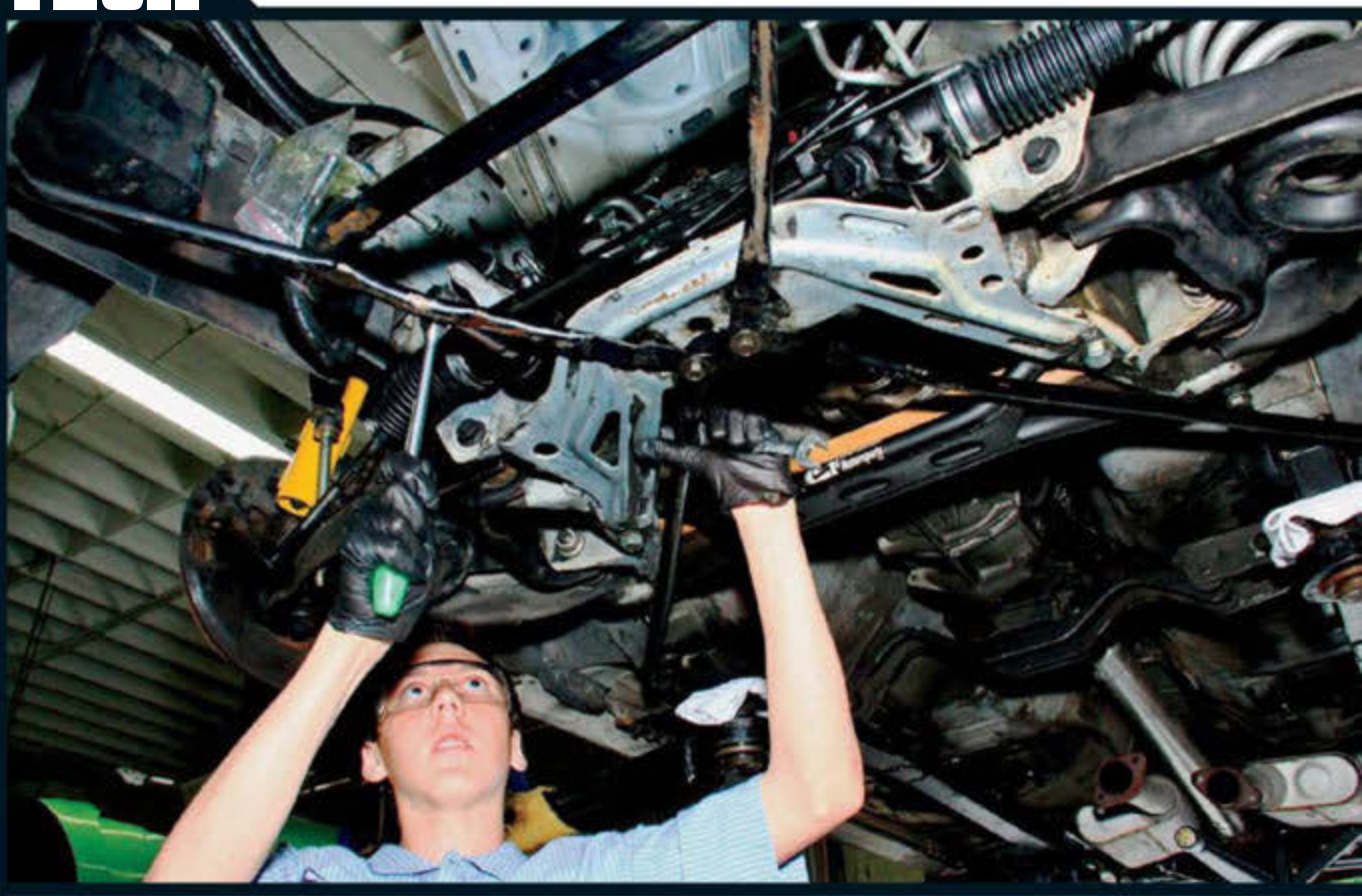
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BY JIM SMART » PHOTOS BY THE AUTHOR



RACK- and-pinion steering is one of the Mustang's greatest engineering refinements ever because it eliminated the slippery slop of antiquated worm and sector steering, enabling you to put your Mustang right where you pointed the steering wheel. What make power rack-and-pinion steering better than worm and sector are fewer

National Parts Depot shipped us this complete remanufactured power rack assembly, including power steering pump and hoses. This is the M-3504-8A Ford steering rack for the 1983-1993 Mustang GT, SVO, SVT Cobra, and LX with a 5.0L V-8. The serpentine power steering pump pulley is press-on and must be acquired from the pump you are replacing. You're going to need a puller and an installation tool.

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moving parts and a more precision demeanor. As its name implies, rack-and-pinion steering consists of two basic moving parts: a toothed linear rack and a pinion gear to drive it left and right.

Of course there's more to rack-and-pinion steering than rack-and-pinion, especially if you have a hydraulically boosted steering rack. The steering shaft is tied to the pinion in order to keep steering should the hydraulic system fail. Incorporated into the steering shaft is a spool valve, which directs hydraulic pressure to one side of the hydro-boosted rack or the other based on steering input. Rarely do rack-and-pinion steering units give us trouble. And when they do, most of the time it's because they're worn out and leaking. They serve reliably well in excess of 100,000 miles and will easily outlast the tie-rod ends, which become worn out and need replacing from time to time.

According to the National Parts Depot website, many types of steering racks were used on 1979-1993 Fox body Mustangs. When you order your NPD power steering rack, it is important to determine which rack you have and what must be ordered. Here's how they stack up.

NPD 1979-1993 MUSTANG STEERING RACKS

NPD's massive Fox body parts inventory also includes a wide variety of steering components for 1979-1993 Mustangs, such as rubber and urethane steering rack bushings, adjustable billet bushings, tie-rod ends, and all mounting hardware.

MODEL YEAR	TYPE RACK	APPLICATION	COST
1979	M-3504-2A	Power Steering, TRW Type	$129.95; $150.00 core charge
1979	M-3504-3A	Power Steering, Ford Type	$129.95; $150.00 core charge
1980-1981	M-3504-2B	Power Steering, TRW Type	$129.95; $85.00 core charge
1980	M-3504-4A	Power Steering, Ford Type	$129.95; $85.00 core charge
1981-1984	M-3504-5A	Power Steering, Ford Type	$99.95; $185.00 core charge
1982-1984	M-3504-7A	Power Steering, TRW Type	$99.95; $185.00 core charge
1985-1993	M-3504-7B	Power Steering, Except Handling Package	$99.95; $185.00 core charge
1983-1993	M-3504-8A	Power Steering, Handling Package	$99.95; $150.00 core charge

1



We've opted to go with a Maximum Motorsports steering coupling and billet aluminum mount bushings for our NPD steering rack. NPD rubber bushings provide outstanding rack support. For the kind of driving expected for our 1989 Mustang GT, we're going with the billet bushings for rock-solid integrity during harsh driving. This steering coupling is failsafe and provides a precision connection between driver and steering rack.

2





Steering rack removal begins with tie-rod end cotter pins and castle nuts.


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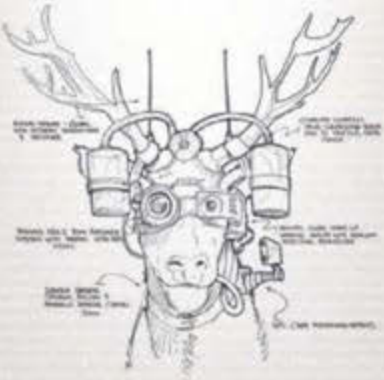
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You can use a pickle fork or give these tie-rod ends a whack with a hammer as shown. The extreme hammer shock will cause each rod end to pop from its taper fit attachment point.





This is the tie-rod end toe adjustment. Break the lock nut loose. Mark the tie-rod end and slowly back it out of the threaded rack inner tie-rod, counting the number of turns as you back out. Write down the number of turns for each side. This approach gets toe-in close enough to get you to an alignment shop.



Our project 1989 Mustang GT's engine is out for a power build at JGM Performance Engineering. This enables us to show you how the power rack is installed and configured. Two mounting points secure the rack to the subframe.



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6



This is the 1979-1993 Mustang steering shaft and coupling. The coupling at the rack, known in the industry as a rag joint, deteriorates from heat and climate exposure. Although the rag and universal joints are a failsafe, the steering shaft should be replaced whenever you replace the rack.

7



Steering shaft removal begins with disconnection at the steering column with 11/16- and 5/8-inch box-end wrenches and bolt removal. It is ironic that these are SAE sizes considering how much of a Fox-body Mustang is metric.

8



The rag joint is disconnected at the steering rack as shown using a 1/2-inch socket.

9



The rack mount bolts are next using an 18mm box end and socket.

10

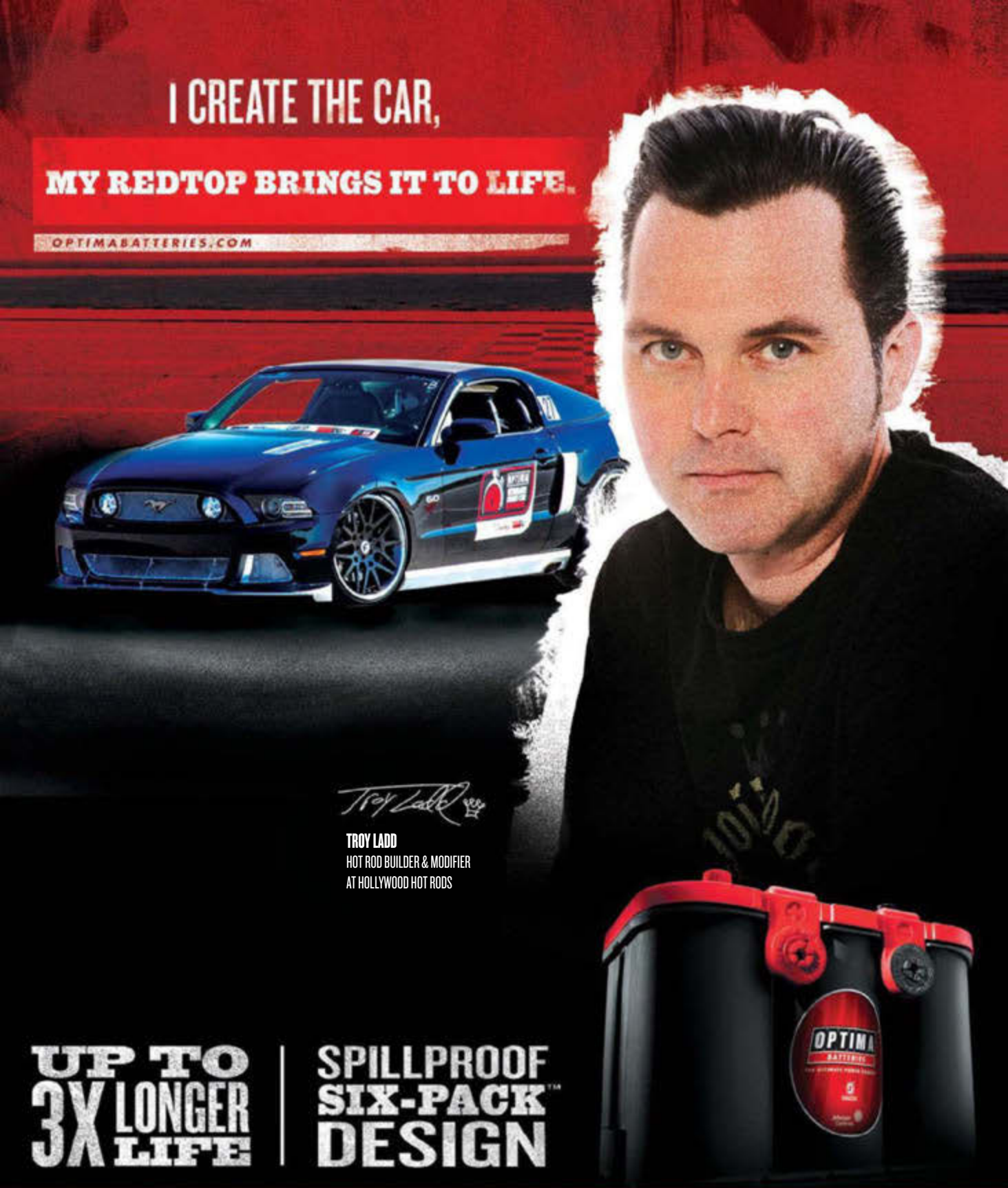


The steering rack is manipulated off the mounting bolts as shown to where the bolts can be removed from behind the subframe. The rack is moved forward off the mounts.

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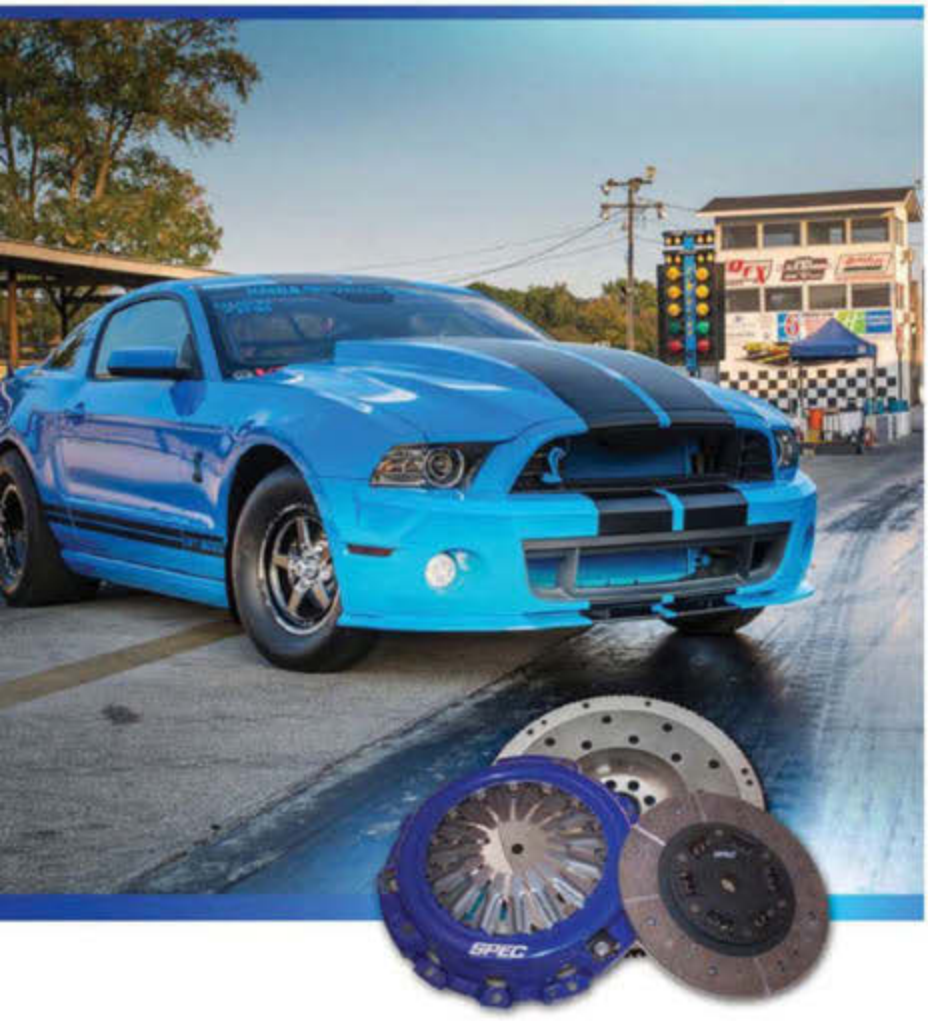
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The rack can be removed via either side of the vehicle. It is an easier path to the right-hand side because there are fewer components in the way.



This sleeve supports the rack-and-pinion unit mounts. If you're going to use stock mounts and bushings, these sleeves should be installed as shown here. If you're going with aftermarket billet aluminum mounts, modifications need to be made to these sleeves.



Here's the rack-and-pinion mount sleeve in stock form with the mounting bolt just below the end. With the bolt fully seated, the treaded shank protrudes nearly an inch.



Because we're installing the new NPD power rack using Maximum Motorsports billet mounts, these mounting sleeves must be cut flush with the subframe. The sleeve is scribed to indicate where it needs to be cut. If your mounting sleeves are worn out or damaged beyond service, NPD has new sleeves for Fox-body rack mounts.



We're cutting each mounting sleeve to the scribed lines to make room for the billet mounts. If you're installing new rubber or urethane mounts, do not cut or modify the sleeves.



The installed modified sleeves should be flush with the subframe and look like this.

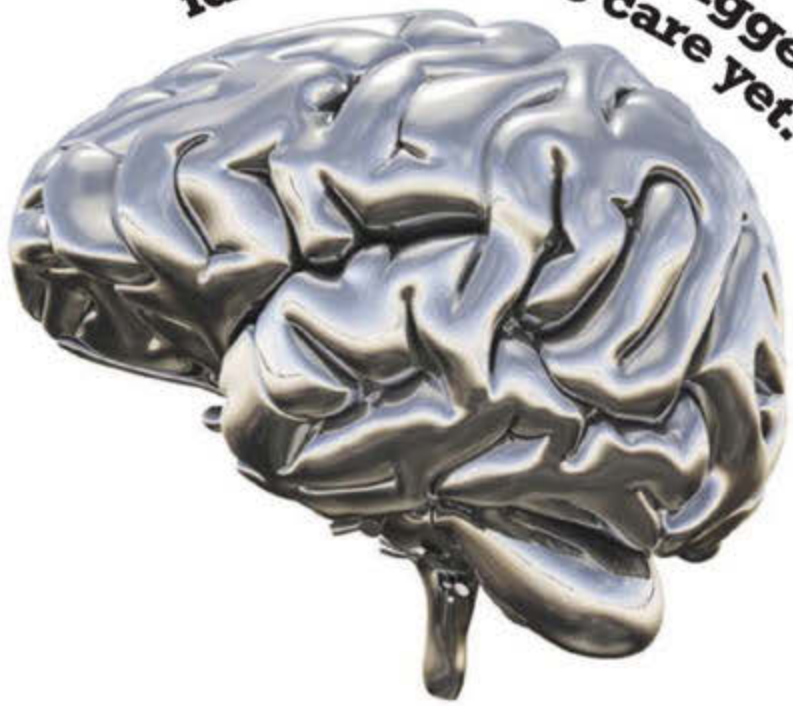


The power steering pressure hose from the pump sports an O-ring seal fitting like this. Lubricate this fitting and seal with power steering fluid only.



With the fitting generously lubricated, carefully thread and tighten as shown. Do not overtighten. This line should remain mobile when tight.

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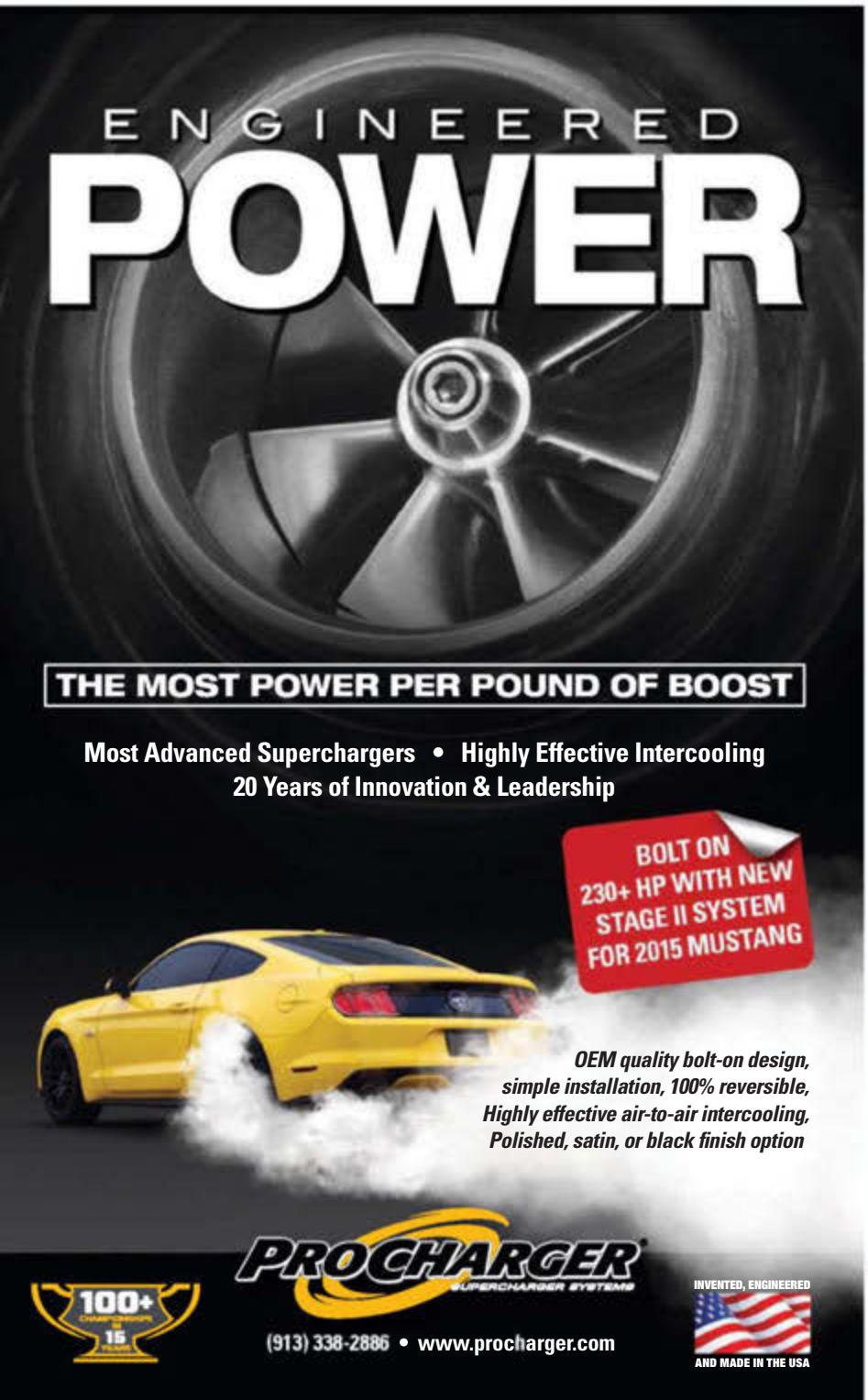
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This is the low-pressure return line, which carries spent fluid from the rack back to the power steering pump.



The low-pressure return line is threaded into the control valve (steering shaft) and tightened. Again, do not overtighten. Keep in mind that not all 1979-1993 power steering lines are the same. This particular application is 1983-1993 handling package only.







In a stock installation we would be inserting the new rubber or urethane mounts prior to rack installation. We're installing aluminum billet rack mounts from Maximum Motorsports, which will give our NPD rack solid security for the kind of mountain twisty driving expected.





Before the rack is installed each mount gets this flat washer then a beveled washer designed to center the rack on each mount.

Strange



87-93 MUSTANG S6001EM
Strange externally adjustable front strut - V8 Only..... $120

94-04 MUSTANG S6005LM
Strange externally adjustable front strut $120

05-10 MUSTANG S6009LM
Strange externally adjustable front strut $140

11-14 MUSTANG S6011LM
Strange externally adjustable front strut $140

79-93 MUSTANG S6000EM
Strange externally adjustable rear shock $70

94-04 MUSTANG S6004LM
Strange externally adjustable rear shock $70

05-14 MUSTANG S6008LM
Strange externally adjustable rear shock $90

05-14 MUSTANG S6008LMS
Strange externally adjustable rear shock for lowered applications $90

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These rotors WILL NOT RUST





NRS® - NUCAP Retention System® creates a mechanical bond, locking the friction to the backing plate.

	Vehicle Type	Prices From
Stage 1 Kit		
Ultimax Daily driver pads & Geomet black OEM style rotors	**Any Vehicle**	**$99**
Stage 2 Kit		
Greenstuff sport pads & USR slotted black Geomet Rotors	**Car**	**$145**
Stage 3 Kit		
Greenstuff Tracksport pads & GD sport drilled black Geomet rotors	**Truck/SUV**	**$175**
Stage 4 Kit		
Redstuff premium fast street pads & USR slotted black Geomet rotors	**Car**	**$195**
Stage 5 Kit		
Yellowstuff highest friction pads & GD sport drilled black Geomet rotors	**Any Vehicle**	**$245**

Kit includes 100% British made ECO friendly quality high efficiency EBC brake pads fully tested and approved to meet or exceed all known standards plus premium Geomet corrosion resistant G3000 iron rotors of your pattern choice. Geomet is the NUMBER ONE brake rotor anti corrosion surface coating used by OEM builders (they use silver, we prefer black Geomet). Coating withstands severe salt spray tests for corrosion resistance.

Ask at Pep Boys or your local retailer or shop online at ....

EBC BRAKES

www.ebcbrakes.com



Our remanufactured NPD rack in rich black satin is positioned and mounted as shown. Again, the best approach is from the right-hand side for easy access.





The NPD power rack-and-pinion unit is secured and readied for fastener installation. Note that the concave beveled washers are located on the backside against the convex beveled washers. Flat billet washers are located in front against the flat washers and locknuts.



The Maximum Motorsports steering shaft/coupling assembly provides a more solid connection between the steering wheel and our NPD steering rack. This is a steering shaft designed for manual rack-and-pinion operation, which means it can stand up to anything. It gives our 1989 Mustang GT convertible a crisp feel at the wheel.



To get the steering shaft and rack properly indexed, the rack is turned from lock to lock to establish center. Once the center is ascertained, the sector (pinion) shaft is marked at 12 o'clock and the steering wheel centered at 12 o'clock. This establishes true steering center with a uniform number of turns lock to lock and back to center.





The flexible steering shaft is splined into the pinion shaft and the Allen screw tightened. It is suggested you use a thread locker on this screw. The steering shaft to flex shaft bolt is reinstalled and tightened.



Steering rack bolts are torqued to 45 lb-ft. It is suggested you do this in half values on each side; that is, torque each bolt to 22-23 lb-ft, then the full 45 for uniform torque. It is suggested you use a thread locker on these fasteners.

Better ETs At The Track & More Fun On The Street



BOLT-TOGETHER TORQUE CONVERTERS
FORD 6R80 TRANSMISSIONS

TCI AUTOMOTIVE

High-Stall Triple Disc Lock-Up Converters Provide Big ET Gains At The Track And Huge Improvements In Street Performance.

Available for Ford 6R80 transmissions in three different high-stall ranges to suit your needs and get the most out of your application. Choose 3100-3200, 3400-3500 or 3800-3900 and keep the power spooled up where you need it for more potent launches and lower ETs.

These two-piece billet housings are a direct bolt-in and feature an innovative triple disc lock-up design that puts power to the pavement, with documented improvements of up to 7-tenths in the 1/8th mile without sacrificing street manners. User-friendly bolt-together design makes fluid flushing simple.

A patent-pending sprung hub allows for smooth engagement while preventing shudder, absorbs harsh impact loading – thereby greatly increasing transmission life – and provides harder launches without ECU tuning. There are no error codes or required tuning to worry about, and forget about surge problems... simply bolt it in and go.

The converters are built to take a beating too. They provide unparalleled strength and performance consistency in part due to the tig-brazed impeller and fully furnace-brazed turbine. A 50-spline clutch hub is also integral in allowing these converters to handle torque capacities of up to 730 ft./lbs. Each unit is 100% hand-built by skilled craftsmen and triple tested before earning the TCI® logo.



The Difference Is Inside

The triple disc clutch utilizes woven carbon fiber designed to withstand continuous-slip lock-up control, handle higher torque capacity and provide unmatched clamping force.

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468!

2015 Ford Mustang
2.3L Ecoboost,
3.7L V6, & 5.0L V8*

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Tie-rod ends are installed using the same number of turns as removal to get close to what it was with the original rack. A front-end alignment is suggested.

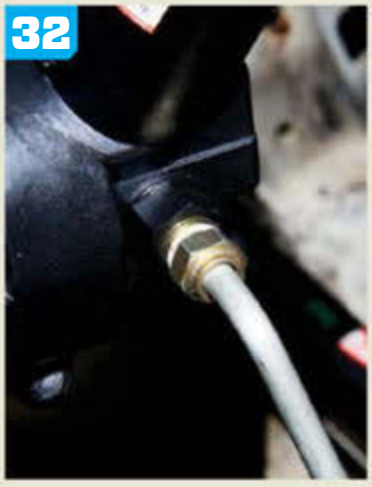




Tie-rod ends are secured at each spindle as shown. New cotter pins are installed and bent over the stud, then trimmed to where they cannot injure anyone.



New power steering return hoses are installed next as shown. These return lines go to the power steering fluid cooler across the radiator support.



This is the power steering pressure hose at the pump. Check this hose for proper routing and header/exhaust manifold clearance and any contact points where chaffing could occur.



This is the low-pressure return hose at the pump.

Sources

Maximum Motorsports
888.378.8830
maximummotorsports.com

Mustangs Etc.
818.787.7634
mustangsetc.com

National Parts Depot
800.874.7595
352.861.8700
npdlink.com



The installed NPD power rack-and-pinion steering assembly should look like this. Double-check all fasteners for security.

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QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

QUALITY TOOLS

SUPER COUPON

27 LED PORTABLE WORKLIGHT/FLASHLIGHT

LOT 67227 shown
69567/60566/62532



SAVE 62%

Batteries included.

$2.99 REG. PRICE $7.99

40721566

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SUPER COUPON

PITTSBURGH

2000 LB. FOLDABLE ENGINE STAND

LOT 69521/67015/69522 shown



$109.99 REG. PRICE $149.99

SAVE $40

40718922

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SUPER COUPON

CENTRALPNEUMATIC

20 OZ. GRAVITY FEED SPRAY GUN

LOT 47016 shown
67181/62300



$9.99 REG. PRICE $29.99

SAVE 66%

40732056

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SUPER COUPON

STEP STOOL/ WORKING PLATFORM

HaulMaster

LOT 62515
66911 shown



- 350 lb. Capacity

$24.99 REG. PRICE $34.99

SAVE 28%

40730608

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SUPER COUPON

RETRACTABLE AIR HOSE REEL WITH 3/8" x 50 FT. HOSE

SAVE OVER $91

CENTRAL PNEUMATIC

LOT 93897 shown
69265/62344



$58.85 ~~$89.99~~

REG. PRICE $149.99

40672829

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SUPER COUPON

20% OFF

ANY SINGLE ITEM

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40691010

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WOW SUPER COUPON

44", 13 DRAWER INDUSTRIAL QUALITY ROLLER CABINET

US GENERAL

LOT 68784 shown
69387/62270/62591



- Weighs 245 lbs.

SAVE $330

$369.99 REG. PRICE $699.99

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WOW SUPER COUPON

SAVE $50

CHICAGO ELECTRIC WELDING



90 AMP FLUX WIRE WELDER

LOT 61849
68887 shown

- No Gas Required

$99.99 REG. PRICE $149.99

WE CARRY A FULL LINE OF WELDING WIRE

40675748

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SUPER COUPON

4-1/2" ANGLE GRINDER

drillmaster

LOT 60625 shown
69645/95578



WE CARRY A FULL LINE OF GRINDING AND CUT-OFF WHEELS

SAVE 50%

$9.99 ~~$14.99~~

REG. PRICE $19.99

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SUPER COUPON

6" SELF-VACUUMING AIR PALM SANDER

SAVE 66%

CENTRALPNEUMATIC

LOT 60628
98895 shown



$19.99 REG. PRICE $59.99

40730194

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SUPER COUPON

12 TON SHOP PRESS

CENTRAL MACHINERY

- Pair of Arbor Plates Included

LOT 33497/60604 shown



SAVE $100

$99.99 REG. PRICE $199.99

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SUPER COUPON

4 PIECE 1" x 15 FT. RATCHETING TIE DOWNS

SAVE 60%

LOT 60405/61524
62322/90984 shown

HaulMaster



$7.99 REG. PRICE $19.99

40731039

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SUPER COUPON

PITTSBURGH

3 TON HEAVY DUTY STEEL JACK STANDS

LOT 38846 shown
69597/61196/62392



SAVE 55%

$19.99 REG. PRICE $44.99

40721123

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SUPER COUPON

PITTSBURGH

1000 LB. CAPACITY MOTORCYCLE LIFT

LOT 69904
68892 shown



SAVE $400

$299.99 REG. PRICE $699.99

40691016

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SUPER COUPON

CENTRAL PNEUMATIC

3/8" PROFESSIONAL AIR RATCHET

LOT 47706/60631/47214 shown



$14.99 REG. PRICE $27.99

SAVE 46%

- 50 ft. lbs. max. torque

40734297

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WOW SUPER COUPON

2.5 HP, 21 GALLON, 125 PSI VERTICAL AIR COMPRESSOR

CENTRAL PNEUMATIC

LOT 67847 shown
61454/61693



SAVE $70

$149.99 REG. PRICE $219.99

40705152

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Customer Rating ★★★★★

RAPID PUMP® 1.5 TON ALUMINUM RACING JACK

"The Undisputed King of the Garage" – Four Wheeler Magazine

PITTSBURGH

LOT 69252/68053 shown
60569/62160/62496/62516

- 3-1/2 Pumps Lifts Most Vehicles
- Weighs 27 lbs.

AWARD WINNING QUALITY



$59.99
~~$89.99~~ REG. PRICE $119.99
SAVE $60

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SUPER COUPON

FREE

WITH ANY PURCHASE
PITTSBURGH
6 PIECE SCREWDRIVER SET

LOT 61313/62570
62728/62583/47770 shown



$4.99 VALUE

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40813474

SUPER COUPON

6" VARIABLE SPEED DUAL ACTION POLISHER

SAVE $72

NEW

CHICAGO ELECTRIC

LOT 62403
69924 shown



$57.99
REG. PRICE $129.99

40752373

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SUPER COUPON

8", 5 SPEED BENCH MOUNT DRILL PRESS

CHICAGO MACHINERY

LOT 62390/62520
60238 shown



SAVE $50

$49.99
REG. PRICE $99.99

40773543

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SUPER COUPON

TORQUE WRENCHES

PITTSBURGH

"Impressive Accuracy, Amazing Value" – Car Craft Magazine



1/4" DRIVE
LOT 2696/61277

3/8" DRIVE
LOT 807/61276

1/2" DRIVE
LOT 62431
239 shown

SAVE 66%

- Accuracy within ±4%

YOUR CHOICE!
$9.99
REG. PRICE $29.99

40795733

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WOW SUPER COUPON

1/2" INDUSTRIAL QUALITY SUPER HIGH TORQUE IMPACT WRENCH

SAVE $55



LOT 62627
68424 shown

- 700 ft. lbs. Max. Torque

$74.99
REG. PRICE $129.99

40811566

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WOW SUPER COUPON

1 TON CAPACITY FOLDABLE SHOP CRANE

SAVE $150

PITTSBURGH

LOT 69445/93840
61858/69512 shown



- Includes Ram, Hook and Chain

$99.99
REG. PRICE $249.99

40735338

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SUPER COUPON

MOVER'S DOLLY

HaulMaster

LOT 60497/61899
62399/93888 shown



- 1000 lb. Capacity

$8.99 REG. PRICE $14.99

SAVE 40%

40755533

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SUPER COUPON

900 PEAK/700 RUNNING WATTS 2 HP (63 CC) 2 CYCLE GAS RECREATIONAL GENERATOR

LOT 66619/60338/69381/62472 shown



SAVE OVER $84

NEW

$95
~~$119.99~~ REG. PRICE $179.99

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SUPER COUPON

SAVE 38%

2 PIECE VEHICLE WHEEL DOLLIES

PITTSBURGH

LOT 60343/67338 shown



- 1500 lb. Capacity

$48.88
~~$59.99~~ REG. PRICE $79.99

40780034

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SUPER COUPON

350 LB. CAPACITY SERVICE CART WITH LOCKING DRAWER

LOT 61161/90428 shown

US GENERAL



SAVE $92

$57.99
REG. PRICE $149.99

40786246

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SUPER COUPON

10 FT. x 20 FT. PORTABLE CAR CANOPY



SAVE $80

LOT 60728
69034 shown

$119.99
REG. PRICE $199.99

40792673

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SUPER COUPON

NEW HARDY

MECHANIC'S GLOVES

MEDIUM	LARGE	X-LARGE
LOT 61235	LOT 93640	LOT 93641
62434/62426	60447/62433 62428	60448/62432 62429 shown



SAVE 60%

YOUR CHOICE!
$3.99 REG. PRICE $9.99

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SUPER COUPON

- Drill 28 Hole Sizes

3 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL STEP DRILLS

LOT 91616 shown
69087/60379



SAVE 60%

$7.99
REG. PRICE $19.99

40753764

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SUPER COUPON

12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE

BADLAND

LOT 61256
60813/61889
68142 shown



SAVE $300

$299.99
REG. PRICE $599.99

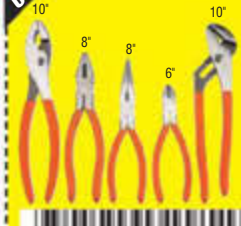
40771030

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SUPER COUPON

5 PIECE PLIERS SET

LOT 69352/69351 shown
69353/62597/62598



SAVE 55%

$8.99
REG. PRICE $19.99

40815412

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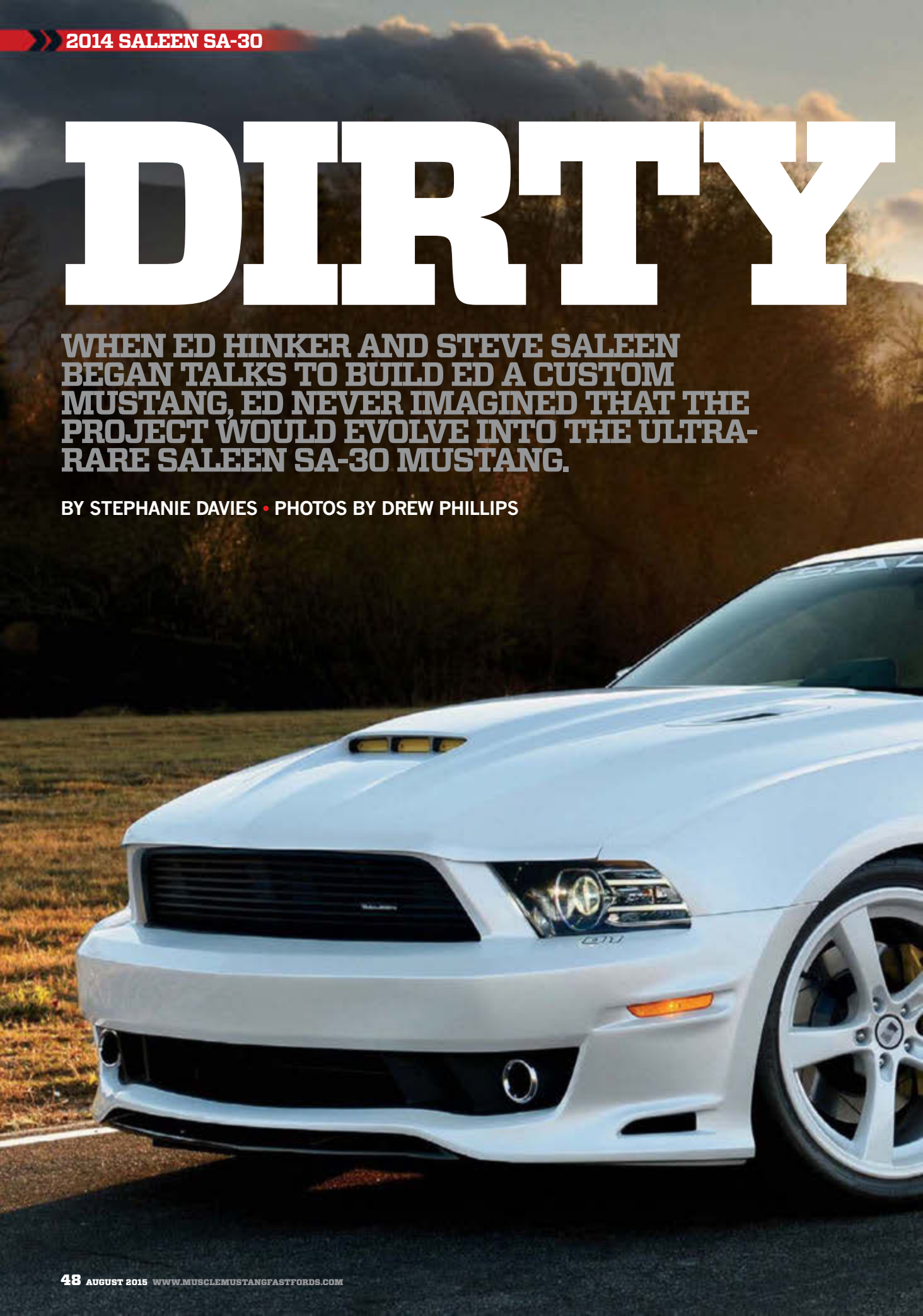
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- Over 25 Million Satisfied Customers
- No Hassle Return Policy
- Lifetime Warranty On All Hand Tools

- 550 Stores Nationwide
- HarborFreight.com 800-423-2567

DIRTY

WHEN ED HINKER AND STEVE SALEEN BEGAN TALKS TO BUILD ED A CUSTOM MUSTANG, ED NEVER IMAGINED THAT THE PROJECT WOULD EVOLVE INTO THE ULTRA-RARE SALEEN SA-30 MUSTANG.

BY STEPHANIE DAVIES • PHOTOS BY DREW PHILLIPS




30
302
COOPER







ED AND LISA HINKER OF STURGIS, SOUTH DAKOTA, ARE MUSTANG ENTHUSIASTS—AND THAT'S PUTTING IT LIGHTLY.

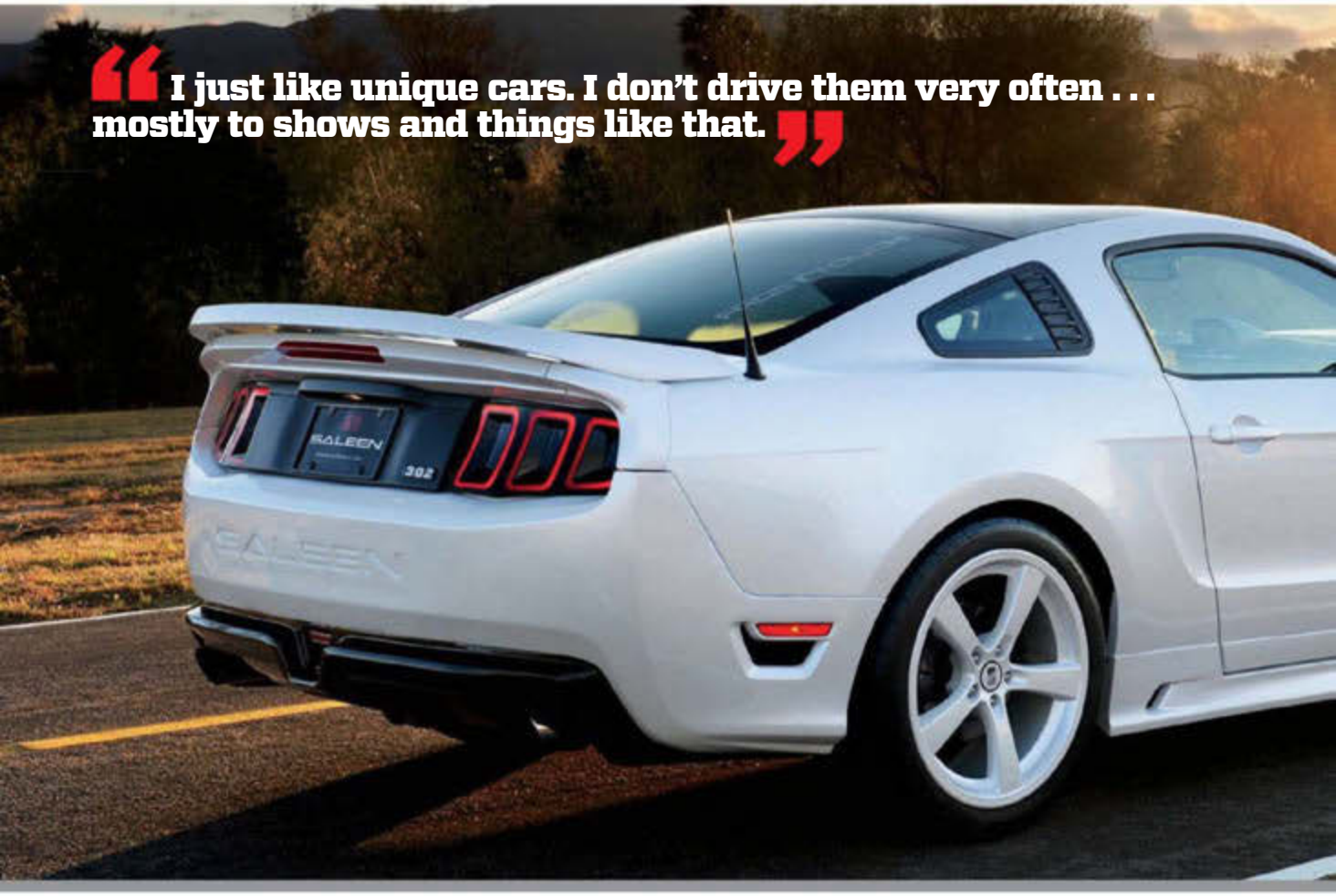
They've owned countless Mustangs (many of them of the Saleen variety) and number Steve Saleen among their personal friends. That said, the 2014 Saleen SA-30 Mustang seen here wasn't even a blip on Ed's radar when he began talking to Steve about building him a unique Mustang.

"He doesn't build one-off cars very often," Ed says. "At SEMA we talked about building me a car."

It wasn't just any car that he had his heart set on. Ed wanted his car to feature throwback cues like the rear seat delete with exposed spare tire. They also discussed painting the finished product gray.

After the ideas were set in motion, Ed tells us that they ran into more than one hiccup. A full glass roof was planned with "frost touch", but the glass kept wrinkling in production. The final product took about a year to build and was planned to debut at the Mustang's 50th Anniversary celebration in Charlotte, North Carolina, in April 2014. Not long before then, Ed got a call from Steve Saleen.

"He told me he had good news and bad news. The good news was that the glass roof was finally working, but the bad (maybe not so bad)



"I just like unique cars. I don't drive them very often . . . mostly to shows and things like that."







news was that the car was white."

Ed was surprised but not at all put off by the news. It came to be that Steve had rolled Ed's ideas into the production of his Saleen SA-30 vehicles, which celebrated 30 years of Saleen and its racing heritage.

You see, only 30 Saleen SA-30 vehicles were produced: 10 each of the Saleen 620 Camaro, the 570 Challenger, and of course the 302 Mustang. According to Ed, this particular SA-30 is unique in that it was the first one produced and the only one equipped with a rear seat delete and frost touch glass roof.

When Ed saw the car for the first time, he loved it, but he thought something was missing. "He took it back with him from Charlotte to add yellow piping on the seats to bring the exterior styling inside," says Ed.

Each SA-30 Mustang is equipped with a stock 302 with forged internals and a compression ratio of 10:1. A Saleen intake sits atop the 302 with a 88mm throttle-body. Saleen high-performance headers with











3-inch pipes carry exhaust away from the engine.

Of course, a Saleen wouldn't be complete without a supercharger. A Saleen Twin-Screw liquid-cooled supercharger producing 15 maximum pounds of boost powers the SA-30 to a cool 675 hp and 560 lb-ft of torque. Ed told us his Mustang has run a best quarter-mile time of 11.2 seconds at 121 mph.

A TR3650 six-speed transmission allows Ed to slam gears whenever the craving arises. A full Saleen S4 suspension keeps the Cooper tires glued to the ground in the corners.

The striking Tire Smoke Pearl White paint offset by yellow and gray accents sets the SA-30 apart. The Saleen five-spoke forged wheels are color-matched to the body—a stunning detail. Body modifications include Saleen aerodynamic body parts: a downforce wing, a butterfly induction hood, and ground effects.

Going back to the interior that Steve had rebooted for Ed, leather and alcantara two-tone performance seating with yellow piping really pops with the aforementioned rear seat delete (with exposed forged color-matched spare), Saleen billet aluminum brace, and frost touch glass roof.

The SA-30 joins Ed and Lisa's collection, which includes a variety of super-unique and rare cars and numerous other Saleens and Fords. Ed says, "I just like unique cars. I don't drive them very often . . . mostly to shows and things like that. We'll take them for a drive once in a while. I'd be surprised if any of them had more than a thousand miles on them."

Ed does venture out to the Sturgis Mustang Rally each year with a specimen from his collection—a show he convinced Steve to experience as well. Ed is one of the organizers of the huge show, which drew around 1,000 Mustangs last year and takes place during Labor Day weekend each year. And you just never know what incredible vehicle Ed will show up with next!



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Open up your spark plug gaps to a whopping .060" when you run our Screamin' Demon Coil. The fatter spark it produces burns fuel more efficiently. No drop off in power as RPM's go up. The brass terminal coil tower is more conductive than the stock aluminum terminal. It also resists corrosion longer. Your spark plugs also stay cleaner. The Screamin' Demon is easy to install, mounting in the original equipment position.
NOTE: This coil is too "hot" for stock plug wires. Use our 5.0 "LiveWires" spark plug wires for maximum performance.

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Road Racing on a Budget?

Watson Racing introduces affordable NASA-spec Iron-Series S197 racers.

BY DALE AMY PHOTOS BY THE AUTHOR



SURE, *affordable* is a relative term, especially when it comes to motorsports. But if road racing is on your Mustang must-do list, the experienced hands at Watson Racing will

Aside from the two completed cars in our lead shot, in the Watson Racing shop at the time of our visit was this Grabber Blue 2010 GT. It was partway through the conversion to Spec Iron racer. It was bought with a damaged hood, so a new one had already been prepped and primed, complete with holes for the mandated four hoodpins. Also note the mounting tab for a front towhook, welded onto the factory bumper reinforcing bar. Hooks are required front and rear.

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build you a highly competitive S197 to campaign in NASA's popular Spec Iron race series for less than you might think. Let's jump right to the bottom line: Roughly $35K to $38K will buy you a complete, fully caged, lightened and race-prepped 2005-2010 Mustang GT coupe as seen on these pages, embellished with series-specific modifications that come primarily from Ford Performance. Just to be clear: That's not a conversion price; it's the price for the *whole car*. As delivered, that coupe will be fully capable of winning in Spec Iron—provided, of course, the driver is equally capable.

A while back, NASA (the National Auto Sport Association) created the Spec Iron class under the umbrella of its American Iron series. Participation in Spec Iron is strictly limited to 4.6L 3V-powered (meaning 2005 through 2010) S197 coupes. By carefully limiting permitted modifications, NASA designed the series to encourage safe, exciting, and competitive amateur-level road racing, all while keeping vehicle reliability and durability high and overall costs low. These budget-conscious goals are accomplished by mandating use of factory-stock 4.6L 3V GT engines,

1



Watson starts each build with a clean 2005-2010 GT coupe having the rules-required stock drivetrain. Interiors are stripped of nonessentials, including sound deadening and seam sealer. Same for the trunk. A road-race cage to NASA specifications is then welded in.

2



More cage detail, seen from the also-gutted trunk. Many, many man-hours go into this stripping, preparation, and structural fabrication.

3



Here is some cage detail, also showing welded-in seat bases for the race bucket(s.) Watson's cage design is sort of a hybrid between the older FR500S design and that of the Boss 302S. Tube architecture is 1 3/4-inch DOM (drawn-over-mandrel) with a 0.120-inch wall thickness.

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transmissions, driveshafts, clutch design, and rear axles, while allowing only specific handling and braking upgrades such as those detailed in the accompanying captions.

The minimum weight for NASA's Spec Iron Mustangs is 3,350 pounds (with driver), and any temptation to cheat on the stock engine rule is warded off by having strict 11.75 pounds-per-rear-wheel-horsepower (and 11.25 pounds-per-torque) minimums. But make no mistake: A dual-purpose street Mustang or a weekend open-track warrior isn't going to make the grade in Spec Iron. This is a series for purpose-built race cars like those crafted by Watson. To view or download a complete set of Spec Iron rules, go to nasaproracing.com/rules.

Watson Racing is located just a few miles up Interstate 75 from the Mustang's Flat Rock assembly plant and boasts (with sister company Watson Engineering) a long and successful engineering and fabrication history with FoMoCo. In recent years Watson Racing has been heavily involved with Ford Racing's triumphant Cobra Jet and Boss 302S Mustang programs. Without a doubt, Watson knows what it takes to make

4



Our chassis shots that follow are of the red car seen in our lead shot. This was the first Spec Iron car that Watson built, and is raced by Chuck Watson Sr. FRPP's familiar M-2300-S brake kit is used up front. Its ducted 14-inch, one-piece rotors are the largest allowed in Spec Iron. Rear rotors remain stock but are clamped by upgraded pads. Also visible here are FRPP's bumpsteer kit (PN M-3130-R4) and the front component of the M-5490-A sway bar kit.

5



Twelve-position, single-adjustable HVT's "Spec Iron" units are the only permitted coilovers in class, and are used front and rear. Spring rates are unregulated.

6



A stock-style 8.8-inch axle must be retained for Spec Iron, though it can be fitted with 3.73 gears, FRPP's M-4033-KA aluminum diff cover, and M-4204-T31H Torsen T2R differential. Also seen here are the allowed FRPP rear sway bar and adjustable Panhard bar (PN M-4264-A.) Not visible is the permitted adjustable upper (third) link (not manufacturer-specific, as long as it bolts to the factory mounting points at both ends).

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Mustangs track-worthy.

In brief, the process of a Watson Spec Iron build goes something like this. The staff finds and buys a 4.6L S197 GT in clean, original condition as a starting point, wheels it into the shop, and guts the interior and trunk right down to metal, including scraping out all signs of factory sound deadening and sealer. During this teardown, the coupe's HVAC and entertainment systems, interior upholstery, airbags, door glass, and innards (and pretty much anything else not explicitly needed for racing) also get the boot. Even the factory wiring harnesses are lightened and neatened by removing any branches or switches that had previously connected to these removed components.

Watson's fabricators then weld in a stout six-point rollcage with double door bars on each side, clearly enhancing driver safety but also greatly increasing unibody rigidity. Those areas stripped in the teardown (the full cabin, the door shells, and trunk, and so on) are then resprayed to match the exterior color. Then begins the process of unbolting stock suspension, braking, exhaust, and other components and substituting replacement hardware from Ford Performance and other suppliers. The end result is a competition-ready coupe that is not delivered to the customer





FRPP's lower control arms (PN M-5649-R1)—as found on the FR500C and Boss 302R—and their relocation brackets (PN M-5650-A) are also part of Watson's street-car-into-racer makeover.



Rules require retention of the factory exhaust manifolds, but from there on back the choice of exhaust system is basically unrestricted. Naturally, all cats are deep-sized. Though this prototype had a fabricated H-pipe, Watson now uses an off-road, X-shaped crossover unless the customer has a different preference. Also note the FRPP M-5025-MBR transmission scoop, as found on the Boss 302 Laguna Seca, used to cool the stock TR3650.

until being corner-scaled to set up its new coilovers, and receiving an aggressive, track-oriented alignment.

Alternatively, should you already possess a suitable stock S197 GT candidate, Watson can convert it to a Spec Iron racer for somewhere around $25,000 depending on options. For more details, check out our photos and captions, or give Watson Racing a call.

9



Because the rules mandate a stock two-piece driveshaft, Watson installs double safety loops on each of its racers. Also, Spec Iron rules permit use of the stock fuel tank (visible here) but provide for use of a fuel cell if desired.

10



The arrow conveniently points to one of a pair of jacking points welded beneath the rockers. These are situated so the jack will lift each side's front and rear wheels at once, for those speedy pit stops.

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11



The series permits only 275/35ZR18 Toyo RR or RA1 tires at all four corners, mounted on 18x9.5 rims of at least 26 pounds apiece. NASA strongly recommends this FRPP M-1007-S1895 wheel as found on the 2007-2009 GT500. Speaking of corners, ballast may be used in any location on Spec Iron cars provided front weight remains at or above 53.5 percent of the total.

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12



Rules for body mods are strict, permitting only 2005-2010 Mustang V-6 or GT stock exterior body components, including front and rear fasciae, spoilers, or wings. Watson does modify the nose of the racers

13



14





by placing inlets at the outboard corners of the lower grille for the allowed brake ducts. Watson also makes sure that any factory obstructions are removed from the upper grille and foglight openings.



Engine internals must remain utterly stock for Spec Iron, but FRPP's M-9603-GTB or M-9603-MGT cold air kits are permitted, along with FRPP's included calibration. The radiator overflow vent line must terminate in a catch can, and an FRPP coolant expansion/fill (degas) bottle is permitted. Breather cans, such as the Peterson unit seen back at the firewall, are allowed for the engine, tranny, and rear axle.



Spec Iron's only allowed radiator upgrade is this M-8005-MGT part from FRPP, though shrouding or fans are unrestricted.

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While the Spec Iron racer's exterior and underhood remain purposefully stock in appearance, the interior gives no doubt that this is a hardcore track addict. Your coupe from Watson Racing will come fully painted and furnished with a Sparco race bucket within easy reach of a Sparco/Ford Racing flat-bottom steering wheel. A seat harness and window net also form part of the package. Note that the ducting visible here is part of an optional driver cooling system that draws outside in through NACA ducts in the rear-quarter windows.



This MXL combination gauge display panel and data acquisition system from AiM Sports is another available option. Otherwise, all factory instrumentation remains fully functional.



Sources

Ford Performance
fordracingparts.com

Watson Racing
855.928.7223
watsonracing.com



17

With all HVAC and entertainment systems gone, Watson finishes off the center stack with a block-off plate, including an ignition switch and start button. Though the Tremec 3650 must remain, the choice of shifter is wide open.



18

Watson places the mandated electrical master switch in the old driver-side vent location. Over on the passenger side, an OBD-II port sprouts from the other dash vent, where it is easily accessible to NASA officials who, in the process of checking calibration legality, may reflash PCMs at their discretion.

Another completed customer Spec Iron racer awaits delivery in Watson Racing's Brownstown, Michigan, headquarters. Yours could be next.





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Am. Racing **AR900** Mustang: 17 18 20

Am. Racing **AR903** Mustang: 17 18 20

Am. Racing **AR904** Mustang: 17 18

Am. Racing **AR907** Mustang: 17 18

Hotchkis **H-Sport** Mustang: 20

Hotchkis **Y-Sport** Mustang: 20



Advanti **B2 Denaro** Mustang: 17 18 19

Advanti **FS Fastoso** Mustang: 18 19 20

Advanti **FS Fastoso** Mustang: 18 19 20

Advanti **HY Hybris** Mustang: 17 18 19

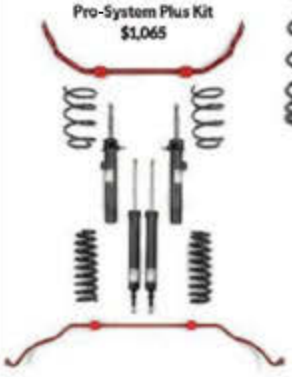
Advanti **RN Rein** Mustang: 18 19

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Information applies to all Mustang Models 2005-2014





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Information applies to all Mustang Models 2005-2010

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Enkei Tuning **T6S**
Mustang: 17 18

Enkei Tuning **TS9**
Mustang: 17 18

Enkei Tuning **TX5**
Mustang: 17 18



F.R. **GT Track Package**
Mustang: 19

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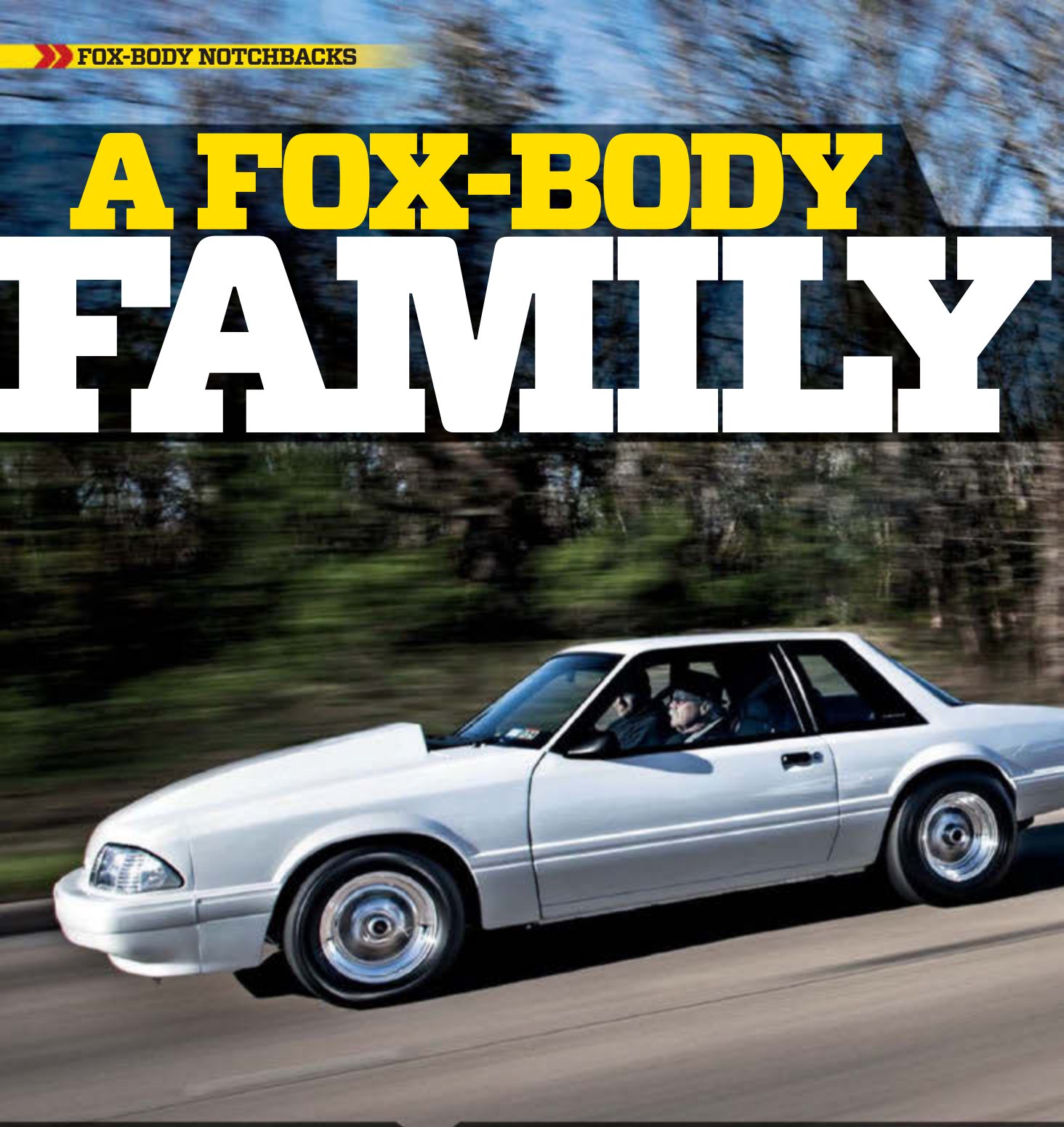


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A FOX-BODY FAMILY





FATHER AND SON NOTCHBACKS THAT ARE AS CLEAN AS THEY ARE COOL.

BY JUSTIN FIVELLA • PHOTOS BY STEPHEN BROOKS

THE SCHREFFLER HOUSEHOLD WAS HARDCORE CHEVROLET UNTIL AN INTERESTING TURN OF EVENTS CHANGED THE COURSE OF FAMILY HISTORY.

AFFAIR



For one, Mama Schreffler bucked conformity when she got a brand-spanking-new 1988 Mustang GT for her daily driver. It was the first Ford in the family, and it went unnoticed by Gary Sr., a diehard Bow Tie guy. That was, until she got her second Fox-body, a 1993 LX coupe.

Gary Jr. says, "My father never thought much about the Fords until he and my mom lined up at a stoplight together, he in his 1979 Stingray Corvette and her in her LX coupe. When the light turned green she smoked him."

That was all it took for Gary Sr. to switch to the dark side. He started by modding his wife's LX with gears, exhaust, and other modifications. Before long it was less a daily driver and more a hot rod. As you might guess, Gary Sr. and his son Gary Jr. bought mom another daily driver and turned her little stock coupe into an all-out drag car that eventually ran 9.80s with an R-block based 347 and a Vortech YSI blower.

Gary Jr.

"Like my dad's first Fox-body, my first Fox started mild and quickly went to wild," Gary Jr. says.

It started with a V-8 conversion in his factory four-cylinder LX, and before long it received a 418W making 750 hp on motor with a 250-shot of N20 from a Fogger system on top—it too exploded into an all-out drag car.

At about that time, Gary Jr. was looking for his second Fox. You guessed it—another daily driver. He says, "Since my first Fox quickly became unstreetable, I started looking for a daily driver and eventually





found a 1993 LX coupe that had a 347 with a bad vibration. But it had a roll bar and a Powerglide transmission, and both the interior and exterior were flawless. The owner also included a Tremec 3550 transmission."

The vibration ended up being a bad motor from several bent valves, so Gary Jr. sent his motor to the talented hands of Bruce Thornton at USA Racing Engines. Under his careful supervision, the stock block was poked to accept forged JE flattop pistons with valve reliefs and then machined to accept a forged 4340 crank along with a set of forged H-beam rods that create 347 ci of Ford muscle. Of course, the motor received ARP 2000 hardware wherever possible and the stock block was fortified with main and rocker girdles for a secure foundation.

The stout short-block was filled with a rowdy cam of top secret proportions before it was topped with AFR 185 heads, Comp Ultra Pro Magnum 1.6 rockers, a TrickFlow Box R-Series intake, and a massive 90mm Accufab billet throttle body. Other highlights include BBK 1 3/4-inch, jet-coated longtube headers; a 3-inch custom H-pipe; and three-chamber Flowmaster mufflers with dumped tips.

"The motor was installed with the stock computer and harness first," says Gary Jr., "but I quickly decided to make the jump to the Holley Dominator EFI system with the touch-



screen display since it offers so much more flexibility and is honestly one of my favorite upgrades."

Along with the wicked Holley EFI system, he added plenty of MSD ignition upgrades and converted the car to speed density. A set of 30-pound injectors joined the party, as did an Aeromotive 340 Stealth in-tank pump with matching fuel rails, a regulator, and dual AN-8 feed and AN-10 return lines as well as an Innovators West billet timing pointer and an MSD Flying Magnet Crank Trigger assembly. Cooling duties were left to an aluminum three-core radiator with a Black Magic electric fan.

"While the motor was out for the rebuild I got the bug to paint the car, but like anything in our family, we couldn't just do it halfway. We were after perfection," Gary Jr. says.

And so the car was stripped to a bare shell before being sent off to Bayway Collision Center and Bodyshop for an immaculate redo. Believe it or not, the hue before you isn't a factory Ford color, but rather GM

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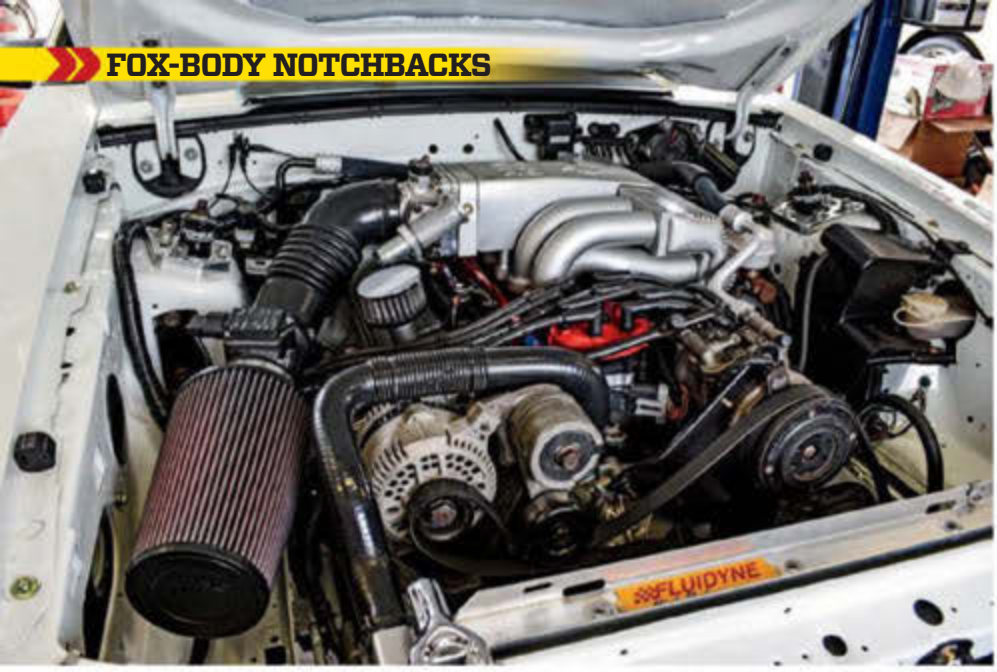


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Summit White.

With a flawless shell, both son and dad got to work painstakingly reassembling the car with a ton of NOS interior and exterior parts along with plenty of aftermarket upgrades. A UPR tubular K-member and A-arms landed beneath the engine bay as well as Energy Suspension polyurethane bushings throughout, BBK caster/camber plates, Eibach ProKit springs, and Strange single-adjustable shocks. Out back, Eibach springs work with Lakewood 50/50 shocks and matching Traction Action lift bars along with UPR upper rear control arms.

The stock 8.8-inch rearend was painted to perfection and then filled with a 31-spline locker with 3.55 gears; five-lug, 31-spline Moser C-clip axles; a TA differential girdle with ARP main cap studs; and extended ARP wheel studs.

"Another one of my favorite parts are the brakes," says Gary Jr. "They're phenomenal. I opted for a Wilwood aluminum master cylinder and proportioning valve along with Aerospace Components four-piston front billet calipers and cross-drilled and slotted rotors up front along with the matching dual four-piston caliper rear Drag Bags setup with matching rotors."

Can you imagine a lightweight Fox-body with six four-piston calipers and massive rotors? Talk about stopping power! But power is nothing without control, so the Tremec 3550 transmission and Ram clutch, pressure plate, and flywheel replaced the Powerglide to put the power in motion. The 17x9 front and 17x10.5 rear chrome FR500 wheels and the Bridgestone front and 295/45-17 Mickey Thompson rear drag radial tires help with progression.

Gary Sr.

Over 13 years ago, after Gary Sr. turned his wife's 1993 LX into an all-out racecar, he proceeded to sell it because it was too radical.

His son says, "After selling the race car, my pops missed owning a Fox-body so much that he found this 1992 coupe in a nearby town. It was in good shape and had a few bolt-ons."

It might have been clean, but for anyone who knows Gary Sr., his cars can never be clean enough.

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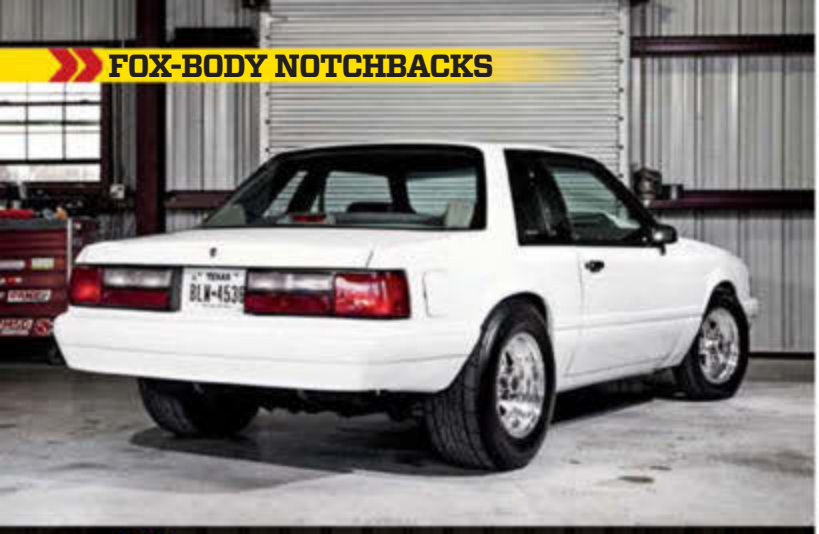
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“If ever photos didn’t do something justice, these two coupes would be such a case.”



“My pops keeps the underside of his cars as clean as the topside. The day after each cruise he puts the car on the rack and details it from top to bottom. He even waxes the underside,” says Gary Jr.

Yep, he’s the kind of guy you want to buy a used car from! So it only made sense that the stock coupe just wasn’t clean enough. Months after Junior tore his car down to shell, painted it, and rebuilt it to perfection, Senior did the same. It too received the Chevrolet Summit White paint along with a ton of NOS part inside and out.

A USA Racing Engines–built, 331ci stroker landed under the Harwood 3-inch cowl hood, but not before it was filled with JE flattop pistons, a Scat crank and rods, plenty of ARP hardware, and a main girdle. Ported and polished Roush 200 iron heads with Crane Gold 1.6 roller rockers, a custom cam, a GT40 intake manifold, a BBK 75mm throttle body, and Pro-M Racing MAF handle the inlet duties. BBK 1 3/4-inch long tubes feed into a custom 3-inch H-pipe while dumped Flowmaster mufflers handle the outgoing air and an aluminum three-core radiator and SSP fan clutch keep it cool.

All that air needs plenty of fuel, so an Aeromotive 340 Stealth intake pump, fuel rails, and regulator with single No. 8 feed and No. 6 return lines and the 30-pound injectors feed the beast.

A keen eye will note the Optima battery trunk relocation with the master power cutoff switch along with the MSD Digital 6AL, billet distributor, and wires. What isn’t immediately evident is the SCT custom chip tune from Auto Adrenaline, the King Cobra clutch behind the T5 transmission, or the Ford Racing driveshaft.

A UPR K-member and control arms work in unison with BBK caster/camber plates, Lakewood 90/10 struts, and Eibach ProKit springs up front. The rearend is harnessed by UPR upper control arms, Energy suspension bushings with Lakewood Traction Action lift bars, Drag Bags, and 50/50 shocks.

Speaking of rearends, the stock 8.8 was filled with a 31-spline Ford Racing differential and 3.73 gears along with Moser 31-spline axles, a TA girdle, and ARP main cap studs.

Extended ARP wheel studs at all corners support a Baer disc-brake conversion with an SSB distribution block along with classic Weld Prostars in a 15x3.5 front variant wrapped in 165-R15 rubber and 15x10 rears with 275/60-15 Nitto NT555R drag radials.

If ever photos didn’t do something justice, these two coupes would be such a case. The word *clean* doesn’t even begin to do describe them. They’re so clean you could eat off them, even the underbodies.

What’s even cooler than having clean coupes is the quality time this father-and-son Fox-body team gets to spend together.

“My father and I hit local cruise nights and shows every week,” says Gary Jr., “and the only thing that stops us is bad weather. Otherwise we never miss it.”

And that, friends, is priceless.


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BY ROB KINNAN •
PHOTOS BY THE AUTHOR

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other Midwestern and northern/northeastern street cars were forced to hibernate for the long cold winter. But not in Florida, where the first car show of the season dedicated strictly to Ford Motor Company vehicles took place on January 10-11, 2015, at Silver Springs, a state-run park near Ocala known for its natural springs, attraction-type rides, and low-hanging cypress trees.

This was the 21st year of the Silver Springs Ford and Mustang Roundup, presented by Rick Schmidt and his crew at National Parts Depot. While attendance was down a little bit due to weather forecasts that called for cool temperatures and rain, the show was nonetheless great again. The weatherman was wrong. The sun came out in the afternoon on both days, and only a minor misting was experienced on Sunday as the cars were leaving the park.

The Mustangs at Silver Springs were evenly split between early and late models. There were plenty of non-Mustangs at the show as well, from street rods to Fairlanes, Galaxies, and more. The nice thing about this show is its laidback attitude. As

A)





B)

A) The cars were placed in semicircular rows facing the stage, which is where the participant-judged awards were handed out on Sunday.

B) Dan and Lori Aiken from Ellettsville, Indiana, brought out their 1979 Indy Pace Car Mustang, which they claim is No. 7 of 12 hand-built prototype Pace Cars built by Dearborn Steel & Tub and sold internally to Ford Motor Company for promotional purposes.

C) The division was fairly evenly split between Fox-body and 1994-later cars.



C)





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D)



E)



D) Bill Richardson from nearby Beverly Hills, Florida, brought out his sanitary 2007 Shelby GTH ragtop.

E) National Parts Depot's Rick Schmidt has an amazing car collection, with an emphasis on historic and low-mileage cars. He brought out this display for the area in front of the stage. This Mustang was the 300-millionth Ford vehicle ever built. In the background you can see its stable mates, the 100-millionth Ford (a 1979 Fairmont) and the 50-millionth, a 1959 Galaxie.

F) Brooksville, Florida's Brian Lyle brought out his 2010 Mustang with its unique blue and orange paint scheme.

the organizers advertise, this show has "No judges. No tech. No 'leave your top and windows up!' No broiling on blacktop in a mall parking lot with nothing to do . . ." It's a much more casual affair than the typical Mustang car show where professional judges look over every nut and bolt on the cars. The show was free for any 1993 or earlier vehicle, and only a $10 park fee for any 1994 or later vehicle. If you just wanted to walk around and look at the cars, it was only a couple dollars to park. And if your significant other or kids get bored, they could go for a ride on the park's glass-bottom boats.

Schmidt is considering some minor changes to the show for 2016, such as making it one day instead of all weekend, but the 22nd Silver Springs Ford and Mustang Roundup will indeed happen, and *Muscle Mustangs & Fast Fords* will again be there to cosponsor it. So make plans now to get the hell out of Dodge next January and travel down to sunny Florida to check it out. That's much better than shoveling snow, right?



F)

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Event Dates for 2015

Sat - May 9th, 2015	Sat - September 12th, 2015
Sat - June 13th, 2015	Sat - October 10th, 2015
Sat - July 11th, 2015	Sat - November 14th, 2015
Sat - August 8th, 2015	Sat - December 12th, 2015

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THIS MONTHS TOP DEALS



Cold Air Intake & Tuner Kits

Gain up to 20+ HP & 30+ FT/LBS in just minutes! Includes Cold Air Kit with SCT X4 Power Flash Tuner with specific tune files calibrated for the intake.

PN	VEHICLE	ITEM	PRICE
BPK-954	2015 Mustang GT	SCT X4 + Airaid Cold Air Kit	748.90
BPK-7101	2011-14 Mustang GT	SCT X4 + BBK Cold Air Kit	649.99
BPK-518	2011-14 Mustang GT	SCT X4 + JLT Cold Air Kit	698.99
BPK-517	2011-14 Mustang GT	SCT X4 + Airaid Cold Air Kit	728.90
BPK-524	2011-14 Mustang V6	SCT X4 + JLT Cold Air Kit	658.99
BPK-939	2011-14 Mustang V6	SCT X4 + BBK Cold Air Kit	698.99
BPK-7100	2005-09 Mustang GT	SCT X4 + BBK Cold Air Kit	619.99
BPK-515	2005-09 Mustang GT	SCT X4 + JLT Cold Air Kit	658.99
BPK-511	2005-09 Mustang GT	SCT X4 + Airaid Cold Air Kit	706.90
BPK-943	2005-09 Mustang V6	SCT X4 + BBK Cold Air Kit	598.99
BPK-510	2005-09 Mustang V6	SCT X4 + Airaid Cold Air Kit	673.90



BBK Full Length Header & X-Pipe Kits

Kits include full length BBK Headers featuring a chrome finish with matching X-Pipe with or without high flow cats, O2 extension, gaskets and all necessary hardware.

PN	VEHICLE	ITEM	PRICE
BPK-2000	2011-14 Mustang GT	1-3/4" Headers + Off Road X-Pipe*	819.98
BPK-2001	2011-14 Mustang GT	1-3/4" Headers + X-Pipe w/ Cats	1029.98
BPK-2002	2011-14 Mustang V6	1-3/4" Headers + Off Road X-Pipe*	639.98
BPK-2003	2011-14 Mustang V6	1-3/4" Headers + X-Pipe w/ Cats	919.98
BPK-2004	2005-09 Mustang GT	1-5/8" Headers + Off Road X-Pipe*	749.98
BPK-2005	2005-09 Mustang GT	1-5/8" Headers + X-Pipe w/ Cats	909.98
BPK-2006	1996-04 Mustang GT	1-5/8" Headers + Off Road X-Pipe*	699.98
BPK-2007	1996-04 Mustang GT	1-5/8" Headers + X-Pipe w/ Cats	909.98
BPK-2008	1979-93 Mustang V8	1-5/8" Headers + Off Road X-Pipe*	619.97
BPK-2009	1979-93 Mustang V8	1-5/8" Headers + X-Pipe w/ Cats	799.97

*This product is intended for off-road use and is not legal for use in emission restrictive states



Spring & Shock/Strut Handling Kits

Improve handling & eliminate that "off road" ride height. Kits include either BrenTech or Eibach progressive rate springs and Koni STR.T shocks & struts.

PN	VEHICLE	ITEM	PRICE
BPK-055	2011-14 Mustang V6/GT	Eibach Pro KIT; Drop: 1.3" F / 1.5" R	659.99
BPK-053	2005-10 Mustang GT	Eibach Pro KIT; Drop: 1.4" F / 1.6" R	599.99
BPK-052	1994-04 Mustang GT/Cobra*	BrenTech; Drop: 1.2" F / 1.0" R	529.99
BPK-051	1979-93 Mustang V8	BrenTech; Drop: 1.2" F / 1.0" R	519.99

*Fits non IRS models



Ford Racing 8.8" Gear Kits

Improve acceleration and save money! Kits include FRPP gears, Red Line oil, friction modifier and all seals/bearings/shims necessary for installation.

PN	VEHICLE	ITEM	PRICE
BPK-018	1986-09 Mustang	8.8" 3.55 Gear Kit	259.99
BPK-020	1986-09 Mustang	8.8" 3.73 Gear Kit	259.99
BPK-022	1986-09 Mustang	8.8" 4.10 Gear Kit	259.99
BPK-019	2010-14 Mustang	8.8" 3.55 Gear Kit	269.99
BPK-021	2010-14 Mustang	8.8" 3.73 Gear Kit	269.99
BPK-023	2010-14 Mustang	8.8" 4.10 Gear Kit	269.99

TOP 1979-2015 MUSTANG ACCESSORIES



BBK Throttle Intakes

96-04 Mustang GT
Gain Up To +15HP / +20 TQ

PN	ITEM	PRICE
BBK-17801	73mm P/C Charcoal	249.99
BBK-17800	78mm Polished	349.99
BBK-1780	78mm P/C Charcoal	269.99



BOSS Intake System

11-14 Mustang GT/BOSS
Gain up to 60+ HP

PN	ITEM	PRICE
FOR-M-9424-M50BR	BOSS 302 Intake	499.99
FOR-M-9444-M50B	Install Kit	194.99



Clutch Cable

86-95 Mustang
Replace your weak plastic factory quadrant and improve pedal feel

PN	ITEM	PRICE
BRE-9001	Clutch Cable + Quadrant + Firewall Adj	89.99
BRE-90010	Clutch Cable Only	39.99



Caster Camber Plates

94-04 Mustang
Correct your alignment and improve handling, Must have for lowered Mustangs

PN	ITEM	PRICE
MAX-MMCC9994	4-BOLT Black Powder Coat	199.99
MAX-MMCC9994-C	4-BOLT Chrome	259.97



Clutch Kit

Stage 1 clutch kits are designed to handle extra power with superior drivability. Includes disc, pressure plate, throwout bearing & alignment tool

PN	ITEM	PRICE
SPE-SF481	96-01 Mustang 5.0/GT	239.99
SPE-SF871	01-04 Mustang GT	269.99
SPE-SF461	05-10 Mustang GT	269.99
SPE-SF501-9	11-14 Mustang GT/V6	329.99





K)



K) Tommy Vincent (Sharpsburg, Georgia) had a certificate of authenticity from Ford Motor Company identifying his 1993 SVT Cobra as No. 2,056 of 4,993 built. It was incredibly clean and original.

L) How's this for a time warp? Frank Rene's 1990 LX coupe with a polished Vortech takes us back a few years. Nice car.



L)



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M)



N)

M) Your author has a soft spot for the Mercury Mustang, the Capri, having owned one years ago. This '81 belongs to Chris Wickham of Ocala.

N) Ever seen a 1985 SVO in this color? Tony Thompson's car is the rare Dark Sage, one of only 34 in this color.





PHOTO: MARK HOULAHAN

LEE IACOCCA AWARD

A couple of times a year, the Lee Iacocca Award is given to people in the classic car community who have shown, over time, their dedication to the classic car hobby and who have done good work in supporting the hobby. The first award was given out at a Southern California show in 2006 by Jay Leno and Mr. Iacocca himself. As it entered its 10th year in 2015, Iacocca felt the time was right to make 2015 the last year for the award, which has been an important part of the Iacocca Family Foundation's fight against diabetes. At the Silver Springs show, an emotional Rick Schmidt presented the Iacocca Award to his and our friend Tim Manes. Maines is a fixture at automotive events in Central Florida and is always willing to lend a helping hand. He has had some health issues the past few years but was on hand to accept the award while trying to hold back tears. Congrats, buddy!



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MUSCLE MUSTANGS & FAST FORDS' BEST MUSTANG AWARD

As a sponsor of the event, we picked a Best Mustang from the field, which was harder than it sounds due to the sheer number and quality of Mustangs in attendance. But of all the cars that made us slobber, it was Wayne and Debbie Vance's 1986 SVO (built by Fatboy Fabrication) that pegged the drool meter. The turbo-four was replaced by a 2.3 Whipple-blown 5.0 Coyote Aluminator crate motor custom tuned by Jon Lund. A T-56, a HydraBoost brake conversion, Strange struts/shocks, a Racepak dash, and TMI leather seat covers are just a few of this awesome car's details. The only problem was that right before the award was announced, Wayne and Debbie, probably figuring that they didn't win anything, packed up and drove off.



Fittingly, NPD's booth was the busiest place on the grounds all weekend. NPD's facilities are just down the street from the park.





5.0! 5.0! Run! Scott and Dawn Waszak had everyone nervous when they drove their 1993 former FHP Mustang onto the grounds, complete with dummy police radio, P.A., siren, front and rear strobes, wig/wag headlights, rear deck lights, and a driver-side spotlight. Fast FHP, as they call the car, is "occasionally driven."





What's a Mustang show without a Shelby or Roush autograph on a car? Mark Emerson had Cactus Jack sign the air box of his Grabber Blue 2013 Boss 302.



Cassie King's 2015 convertible led the contingent of yellow Mustangs, and was also Anna Schmidt's pick as her favorite car of the show.



It's not often you see a 2000 Cobra R. Ford only built 300. Darlene Robbins' name was on the window placard, but the car belonged to a friend of hers, though we didn't get his name. We caught him pulling out for the drive home to Jacksonville on Sunday afternoon.

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11-14	GT	COMP CAMS Stage 1..... 1,46
11-14	GT	COMP CAMS Stage 2..... 1,4
11-14	GT	COMP CAMS Stage 3..... 1

HEAD BOLTS



96-04	GT / Cobra	ARP HEAD BOLTS..... 284.52
05-10	GT	ARP Main Stud Kit Hex Head with Windage Tray... 241.19
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11-14	V6	ZEX Nitrous "WET" System Purple Bottle..... 606.75
11-14	V6	ZEX Nitrous "WET" System Black Bottle..... 616.75
11-14	V6	ZEX Nitrous "WET" System Polished Bottle..... 696.50
11-14	V6	ZEX Nitrous "Safe Shot" System Purple Bottle..... 324.00
94-04	GT/Cobra	ZEX Nitrous "WET" System Purple Bottle..... 574.99
94-04	GT/Cobra	ZEX Nitrous "WET" System Black Bottle..... 584.99
94-04	GT/Cobra	ZEX Nitrous "WET" System Polished Bottle..... 654.50
94-04	GT/Cobra	ZEX Nitrous "Safe Shot" System Purple Bottle..... 324.00
05-10	GT/GT500	ZEX Nitrous "WET" System Purple Bottle..... 574.99
05-10	GT/GT500	ZEX Nitrous "WET" System Black Bottle..... 629.50
05-10	GT/GT500	ZEX Nitrous "WET" System Polished Bottle..... 584.50
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99-15	ALL	Diablosport Intune I1000 Programmer..... 389.00
05-15	ALL	Diablosport Trinity T1000 Programmer..... 599.00
Call	FORD	Superchips Flashpaq..... 349.00
05-11	All	Superchips Cortex..... 379.99

MASS AIR METERS



89-08	ALL	SCT BA2600 90mm..... 210.00
89-08	ALL	SCT BA3000 90mm..... 210.00
89-04	ALL	SCT BA5000 Slot Style..... 230.00
89-08	ALL	Sniper BA3000 95mm..... 299.50

IGNITION COILS



96-10	ALL	Sniper WeaponX COP for 2V/3V/4V (8)..... 439.00
99-04	GT/Lightning	Accel Direct-Fire COP 2V (8)..... 284.00
99-04	GT/Lightning	MSD Blaster COP 2V (8)..... 379.95
99-10	Cobra/GT500	Accel Direct-Fire COP 4V (8)..... 276.00
99-10	Cobra/GT500	MSD Blaster COP 4V (8)..... 399.48
05-10	GT	Accel Direct-Fire COP 3V (8)..... 348.00
05-10	GT	MSD Blaster COP 3V (8)..... 332.00

SHIFTERS



83-00	ALL	Pro 5.0 Billet Short Throw T5/T45..... 180.50
84-01	ALL	Hurst Billet/Plus Short Throw T5/T45..... 241.66
01-04	GT/Mach	Pro 5.0 Billet Short Throw TR3650..... 180.50
01-04	GT/Mach	Hurst Billet/Plus Short Throw TR3650..... 247.03
03-04	Cobra	Pro 5.0 Billet Short Throw T56..... 180.50
05-10	GT	Pro 5.0 Billet Short Throw 3V 3650..... 247.50
05-10	GT500	Pro 5.0 Billet Short Throw..... 247.50
ALL	ALL	Pro 5.0 Billet Short Throw TK/D3650..... 180.50



PULLEY KITS - UNDERDRIVE

94-98	V6	MOTOBLUE™ H.O. Underdrive Pulley Kit..... 182.50
99-04	V6	MOTOBLUE™ H.O. Underdrive Pulley Kit..... 373.32
96-07	GT	MOTOBLUE™ H.O. Underdrive Pulley..... 188.50
96-04	GT/Mach	MOTOBLUE™ H.O. Underdrive Pulley Kit..... 224.50
96-01	Cobra	MOTOBLUE™ H.O. Underdrive Pulley..... 188.50
05-07	GT	MOTOBLUE™ H.O. Underdrive Pulley Kit..... 198.50

OVERDRIVE/SUPERCHARGER PULLIES

03-04	Cobra	Meteo Complete Pulley Upgrade Kit..... 395.75+
03-04	Cobra	Meteo QC Upper Pulley Kit..... 119.75
03-04	Cobra	Meteo Auxiliary Idler Kit..... 179.65+
07-14	GT500	Innovators West Standard SFI Approved..... 700.00
07-14	GT500	Innovators West 10% Overdrive SFI Approved - 4psi+..... 700.00
07-14	GT500	Innovators West 15% Overdrive SFI Approved - 5/6psi+..... 700.00
07-12	GT500	Molotlue QC Upper Pulley Kit..... 119.95
07-12	GT500	Molotlue QC Upper Pulley Kit w/ idler kit..... 344.95
07-12	GT500	Molotlue Idler Relocation Kit..... 143.95

INTAKE MANIFOLDS



99-04	GT	Professional Products Power+Plus Typhoon Intake Manifold Satin..... 539.69
99-04	GT	Professional Products Power+Plus Typhoon Intake Manifold Polished..... 699.99
99-04	GT	Ford Racing FI Intake Manifold..... 399.00
99-04	GT	Trickflow Street Burner Intake manifold..... 899.50
99-04	GT	Trickflow Track Heat Intake Manifold Single 75mm..... 899.50
99-04	GT	Trickflow Track Heat Intake Manifold Dual 57mm..... 949.50
05-10	GT	Ford Racing High Performance 3V Intake Manifold..... 831.50
11-14	GT	Ford Racing Cobra Jet Intake Manifold..... 395.00
11-14	GT	Ford Racing Boss 302 Intake Manifold..... 815.00

CLUTCHES



94-04	V6	Centerforce Dual-Friction Clutch Kit..... 615.95
94-04	V6	RAM Stage 2: HDX Street/Strip..... 304.36
94-04	GT	RAM Stage 2: Power Grip Clutch Kit..... 396.91
94-04	GT	RAM Force 9.5 Dual Disc Clutch Kit..... 931.50
99-04	GT	Centerforce Dual-Friction Clutch Kit..... 475.95
99-04	GT	Centerforce DYAD Twin Disk Clutch Kits..... 1,559.95
99-04	Cobra / Mach 1	Centerforce Dual-Friction Clutch Kit..... 475.95
99-04	Cobra / Mach 1	Centerforce DYAD Twin Disk Clutch Kits..... 1,559.95
99-04	Cobra / Mach 1	RAM Stage 2: Power Grip Clutch Kit..... 396.91
99-04	Cobra / Mach 1	RAM Force 9.5 Dual Disc Clutch Kit..... 931.50
05-07	V6	Centerforce Dual-Friction Clutch Kit..... 502.95
05-10	GT	Centerforce Dual-Friction Clutch Kit..... 461.95
05-10	GT	Centerforce DYAD Twin Disk Clutch Kits..... 1,559.95
05-10	GT	RAM Stage 2: Power Grip Clutch Kit..... 389.09
05-10	GT	RAM Force 9.5 Dual Disc Clutch Kit..... 931.50
05-10	V6	Spec Stage 1 Clutch Kit..... 419.95
05-10	V6	Spec Stage 2 Clutch Kit..... 489.95
07-09	GT500	Centerforce Dual-Friction Clutch Kit..... 508.95
07-09	GT500	Centerforce DYAD Twin Disk Clutch Kits..... 1,559.95
07-09	GT500	RAM Force 9.5 Dual Disc Clutch Kit..... 931.50
10-12	GT500	Centerforce DYAD Twin Disk Clutch Kits..... 1,694.95
10-12	GT500	RAM Force 9.5 Dual Disc Clutch Kit..... 931.50
11-13	V6	Spec Stage 1 Clutch Kit..... 389.99
11-13	V6	Spec Stage 2 Clutch Kit..... 389.99
11-14	GT	Centerforce Dual-Friction Clutch Kit..... 588.95
11-14	GT	Centerforce DYAD Twin Disk Clutch Kits..... 1,559.95
11-14	GT	RAM Stage 2: Power Grip Clutch Kit..... 389.09
11-14	GT	RAM Force 9.5 Dual Disc Clutch Kit..... 931.50
13-14	GT500	Centerforce DYAD Twin Disk Clutch Kits..... 1,694.95
13-14	GT500	RAM Force 9.5 Dual Disc Clutch Kit..... 931.50

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HEADERS



96-98	Cobra	BBK Headers 1 5/8" x 2 1/2"	599.99
96-04	GT	BBK Headers 1 5/8" x 2 1/2"	590.83
99-02	Cobra	BBK Headers 1 5/8" x 2 1/2"	599.99
99-04	GT	ARH Headers 1 5/8" x 2 1/2" - 2 1/2" X-Pipe	1,398.34
99-04	GT	ARH Headers 1 3/4" x 2 1/2" - 2 1/2" X-Pipe	1,394.18
99-04	Mach 1	ARH Headers 1 3/4" x 2 1/2" - 2 1/2" X-Pipe	1,423.00
99-04	Mach 1	ARH Headers 1 3/4" x 3" - 3" X-Pipe	1,548.00
05-10	GT	ARH Headers 1 5/8" x 2 1/2" - 2 1/2" X-Pipe	1,398.00
05-10	GT	ARH Headers 1 3/4" x 2 1/2" - 2 1/2" X-Pipe	1,428.00
05-10	GT	Bassani Headers 1 5/8" x 2 1/2"	889.50
07-10	GT500	ARH Headers 1 3/4" x 3" - 3" X-Pipe	1,539.00
07-10	GT500	ARH Headers 1 7/8" x 3" - 3" X-Pipe	1,564.90
07-10	GT500	Bassani Headers 1 3/4" to 1-7/8" x 3"	1,394.50
11-12	GT500	Bassani Headers 1 7/8" x 3"	999.00
11-14	V6	ARH Headers 1 3/4" x 2 1/2" - 2 1/2" H-Pipe	1,590.00
11-14	V6	ARH Headers 1 3/4" x 2 1/2" - 2 1/2" H-Pipe	1,444.90
11-14	GT	ARH Headers 1 3/4" x 3" - 3" X-Pipe	1,539.00
11-14	GT	ARH Headers 1 7/8" x 3" - 3" X-Pipe	1,564.90
11-14	GT500	ARH Headers 1 3/4" x 3" - 3" X-Pipe	1,539.00
11-14	GT500	ARH Headers 1 7/8" x 3" - 3" X-Pipe	1,564.90
11-14	V6	Bassani Headers 1 3/4" x 2.5"	749.00
11-14	GT	Bassani Headers 1 5/8" x 2 1/2"	879.55
11-14	GT	BBK Headers 1 3/4" x 3"	549.99
11-14	GT	BBK Headers 1 3/4" x 3"	649.99

MID LENGTH HEADERS



96-04	GT	Bassani Headers 1 5/8" x 2 1/2"	840.25
96-97	Cobra	Bassani Headers 1 5/8" x 2 1/2"	707.75
98	Cobra	Bassani Headers 1 5/8" x 2 1/2"	707.75
99-04	Coora / Mach 1	Bassani Headers 1 5/8" x 2 1/2"	888.50

SHORTY HEADERS



96-04	V6	BBK Headers 1 5/8"	299.99
96-04	GT	BBK Headers 1 5/8"	419.99
96-04	V6	JBA Headers 1 1/2"	422.00
96-04	GT	JBA Headers 1 5/8"	487.50
05-10	V6	JBA Headers 1 5/8"	799.97

X-PIPES



96-98	GT	Bassani 2 1/2" X-Pipe	349.93
96-98	Cobra	Bassani 2 1/2" X-Pipe	384.99
98-04	V6	Pypes 2 1/2" X-Pipe	194.99
98-04	All	Pypes 2 1/2" X-Pipe	194.99
99-04	GT	Bassani 2 1/2" X-Pipe	349.93
99-04	Cobra / Mach 1	Bassani 2 1/2" X-Pipe	392.50
05-10	GT	Bassani 2 1/2" X-Pipe	295.50
10-12	GT500	Borla 2 3/4" X-Pipe	258.99
11-14	GT	Bassani 3" X-Pipe	342.55
11-14	V6	Borla 2 1/4" X-Pipe	257.99
11-14	GT	Borla 2 3/4" X-Pipe	258.99
13-14	GT500	Borla 2 3/4" X-Pipe	282.99

TCI TRANSMISSIONS



96-10	All	TCI Six-Speed Transmission Package	7,653.97
96-10	All	TCI Six-Speed Transmission Package (w/ TCI Paddle Shifters)	8,291.97
96-10	All	TCI Six-Speed Transmission Package (w/ Outlaw 2-Button Shifter)	8,136.29
96-10	All	TCI Six-Speed Transmission Package	7,653.97
96-10	All	TCI Six-Speed Transmission Package (w/ TCI Paddle Shifters)	8,291.97
96-10	All	TCI Six-Speed Transmission Package (w/ Outlaw 2-Button Shifter)	8,136.29
05-09	GT	TCI StreetFighter Transmission	3,085.50
05-09	GT	TCI Super StreetFighter Transmission	3,520.50

TCI TORQUE CONVERTERS



94-96	All	TCI Saturday Night Special Torque Converter	432.00
94-04	All	TCI Breakaway Torque Converter	749.50
94-04	All	TCI Super StreetFighter Torque Converter	788.50
03-04	Mach 1	TCI Breakaway Torque Converter	749.50
03-04	Mach 1	TCI Super StreetFighter Torque Converter	788.50
05-10	All	TCI Street Fighter Torque Converter	521.25
05-10	All	TCI Super Street Fighter Torque Converter	1,044.95
05-10	All	TCI Ultimate StreetFighter Torque Converter	1,059.00

CAT BACK EXHAUST



96-97	GT	Bassani 2 1/2" Cat Back Exhaust	687.50
96-97	Cobra	Bassani 2 1/2" Cat Back Exhaust	687.50
99-04	GT	Bassani 2 1/2" Cat Back Exhaust	687.50
99-04	Cobra / Mach 1	Bassani 2 1/2" Cat Back Exhaust	764.50
99-04	GT	Magnaflow 2 1/2" Cat Back Exhaust	642.41
99-04	Cobra / Mach 1	Magnaflow 2 1/2" Cat Back Back Exhaust	665.04
05-09	GT	Magnaflow 2 1/2" Cat Back Exhaust	749.93
07-09	GT500	Magnaflow 2 1/2" Cat Back Exhaust	749.93
07-10	GT500	Bassani 3" Cat Back Exhaust	796.50
10	GT500	Borla S-Type 2 1/2" Cat Back Exhaust	1,049.99
10-12	GT500	Bassani 3" Cat Back Exhaust	1,099.00
10-12	GT500	Magnaflow 3" Cat Back Exhaust	892.24
11-12	GT500	Borla ATAK 2 3/4" Cat Back Exhaust	1,552.99
11-14	V6	Bassani 2 1/2" Cat Back Exhaust	952.00
11-14	GT	Bassani 3" Cat Back Exhaust	999.99
11-14	V6	Magnaflow 2 1/2" Cat Back Exhaust	749.93
11-14	GT	Magnaflow 3" Cat Back Exhaust	892.24
11-14	V6	Borla ATAK 2 1/4" Cat Back Exhaust	1,174.99
11-14	GT	Borla ATAK 2 3/4" Cat Back Exhaust	1,552.99
13-14	GT500	Magnaflow 3" Cat Back Exhaust	900.62
13-14	GT500	Borla ATAK 2 3/4" Cat Back Exhaust	1,435.99

BRAKES



94-98	GT / V6	SSBC Short Stop Slotted Rotor Upgrade Kits	337.99
99-04	GT / V6	SSBC Short Stop Slotted Rotor Upgrade Kits	337.99
99-04	Cobra / Mach 1	SSBC Short Stop Slotted Rotor Upgrade Kits	364.90
05-10	GT	SSBC Short Stop Slotted Rotor Upgrade Kits	422.50
05-14	V6	AP Racing Front 6 Piston Brakes	3,510.25
05-14	V6	AP Racing Rear 4 Piston Brakes	3,795.25
05-14	GT	AP Racing Front 6 Piston Brakes	3,510.25
05-14	GT	AP Racing Rear 4 Piston Brakes	3,795.25
07-14	GT500	AP Racing Front 6 Piston Brakes	3,940.25
07-14	GT500	AP Racing Rear 4 Piston Brakes	2,940.25

SUSPENSION



94-04	V6	Eibach Pro-Kit	273.18
94-04	GT	Eibach Pro-Kit	273.18
94-04	V6	QA1 Double Adjuatable Coilovers	414.95
94-04	GT	QA1 Double Adjuatable Coilovers	414.95
96-02	Cobra	QA1 Double Adjuatable Coilovers	829.95
99-02	Cobra	Eibach Pro-Kit	293.05
03-04	Cobra	Eibach Pro-Kit	293.05
03-04	Mach 1	Eibach Pro-Kit	273.18
03-04	Cobra	QA1 Double Adjuatable Coilovers	829.95
03-04	Cobra	QA1 Double Adjuatable Coilovers	829.95
05-10	V6	Eibach Pro-Kit	273.18
05-10	GT	Eibach Pro-Kit	273.18
05-14	All	QA1 Double Adjuatable Coilovers	899.97
05-14	All	QA1 Drag "R" Series Coilovers	729.97
07-09	GT500	Eibach Pro-Kit	293.05
10-12	GT500	Eibach Pro-Kit	293.05
11-14	V6	Eibach Pro-Kit	273.18
11-14	GT	Eibach Pro-Kit	273.18
11-14	GT	BMR Drag Pack	214.50
11-14	GT	BMR Drag Pack	214.50
13-14	GT500	Eibach Pro-Kit	293.05
13-14	GT500	BMR Drag Pack	214.50

2015 PARTS

UNIVERSAL 2015 PARTS

2015+	ALL	Whiteline Front Sway Bar 35mm Adjustable	249.99
2015+	ALL	Whiteline Rear Sway Bar 24mm Adjustable	249.99
2015+	ALL	Whiteline Front/Rear Sway Bar Kit. Incl F+R bars, links & lateral locks	582.99
2015+	ALL	Eibach Anti-Roll Bar Kit (Front Only)	285.61
2015+	ALL	Eibach Anti-Roll Bar Kit (Rear Only)	265.74
2015+	ALL	Eibach Anti-Roll Bar Kit (Front & Rear)	497.58
2015+	ALL	H&R Sport Spring	269.99
2015+	ALL	H&R Super Spring	269.99
2015+	ALL	K&N Replacement Panel Air Filter	52.99
2015+	Ecoboost/V6	Eibach Pro Kit	270.89

2.3 ECOBOOST SPECIFIC

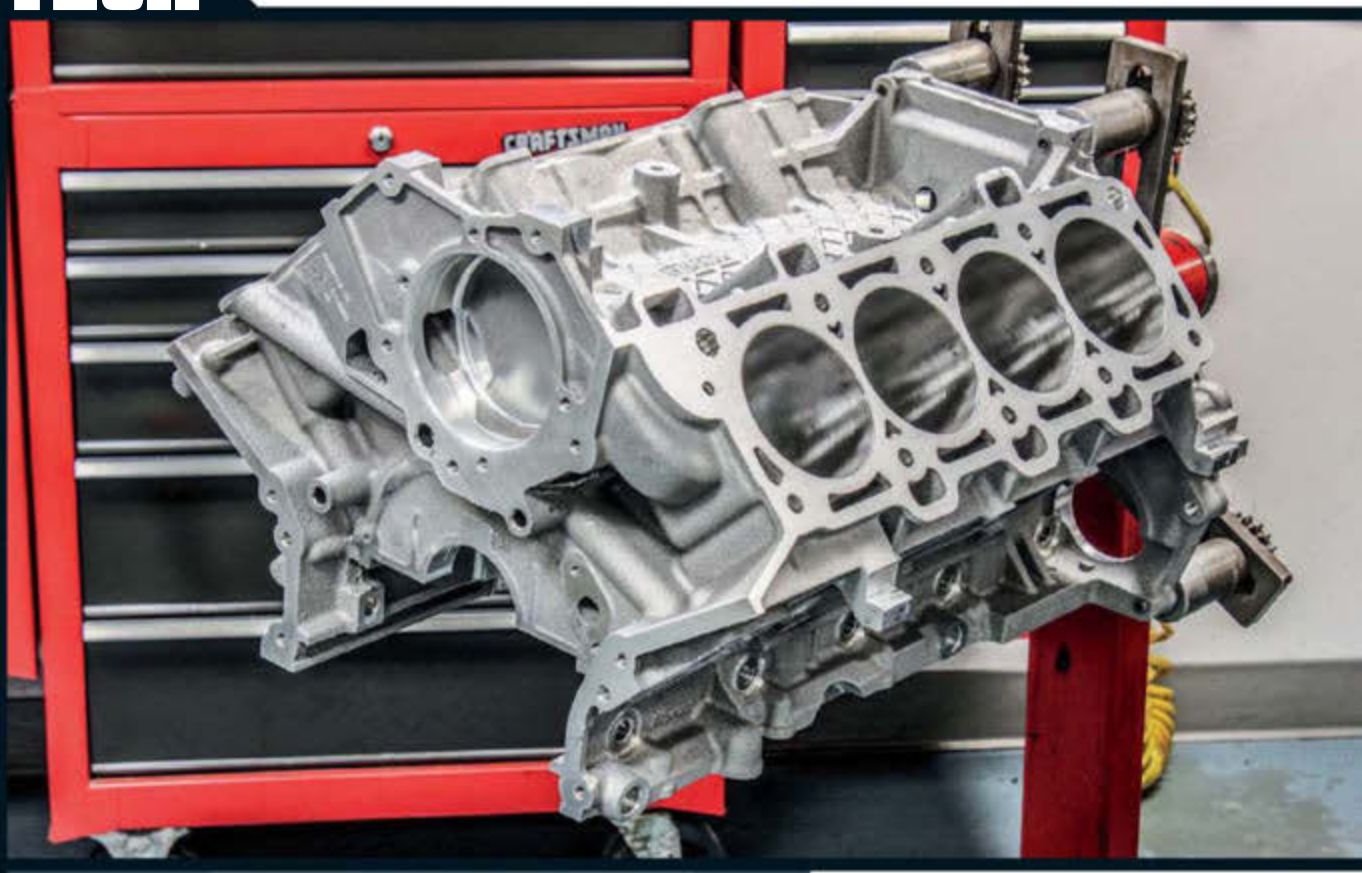
2015+	2.3 Ecoboost	Airaid Intake System	344.90
2015+	2.3 Ecoboost	ATP Turbo 3" 304 Stainless Downpipe (Standard)	329.99
2015+	2.3 Ecoboost	ATP Turbo 3" 304 Stainless Downpipe (Modular Exhaust)	374.99
2015+	2.3 Ecoboost	ATP Turbo 3" 304 Stainless Downpipe (Modular Exhaust & Turbo)	419.99
2015+	2.3 Ecoboost	Borla Touring Rear Section 2.25" pipe 4" tip	769.99
2015+	2.3 Ecoboost	Borla S Type Rear Section 2.25" pipe 4" tip	749.99
2015+	2.3 Ecoboost	Borla Atak Rear Section 2.25" pipe 4" tip	749.99
2015+	2.3 Ecoboost	Borla Touring Cat Back 2.25" pipe 4" tip	1,099.99
2015+	2.3 Ecoboost	Borla S Type Cat Back 2.25" pipe 4" tip	1,099.99
2015+	2.3 Ecoboost	Borla Atak Cat Back 2.25" pipe 4" tip	1,099.99
2015+	2.3 Ecoboost	MagnaFlow Axle Back, SS, 2.5in, Competition, Dual Split Polish 4.5in Tips	749.99
2015+	2.3 Ecoboost	MagnaFlow Cat Back, SS, 2.5in, Street, Dual Split Polished 4.5in Tips	1,079.99
2015+	2.3 Ecoboost	MagnaFlow Cat Back, SS, 2.5in, Competition, Dual Split Polish 4.5in Tips	1,079.99
2015+	2.3 Ecoboost	Mishimoto Baffled Oil Catch Can - Black	154.99
2015+	2.3 Ecoboost	Mishimoto Baffled Oil Catch Can - Blue	154.99
2015+	2.3 Ecoboost	Mishimoto Baffled Oil Catch Can - Red	154.99
2015+	2.3 Ecoboost	Mishimoto Black Silicone Coolant Hose Kit	117.99
2015+	2.3 Ecoboost	Mishimoto Blue Silicone Coolant Hose Kit	117.99
2015+	2.3 Ecoboost	Mishimoto Red Silicone Coolant Hose Kit	117.99
2015+	2.3 Ecoboost	Turbosmart BOV Kompact Dual Port	239.99

3.7 V6 SPECIFIC

2015+	V6	Airaid Intake System	354.90
2015+	V6	Airaid PowerAid TB Spacer	129.90
2015+	V6	MagnaFlow Axle Back, SS, 2.5in, Competition, Dual Split Polish 4.5in Tips	749.99
2015+	V6	MagnaFlow Cat Back, SS, 2.5in, Street, Dual Split Polished 4.5in Tips	CALL
2015+	V6	MagnaFlow Cat Back, SS, 2.5in, Competition, Dual Split Polish 4.5in Tips	1,079.99
2015+	V6	Borla Touring Rear Section 2.25" pipe 4" tip	CALL
2015+	V6	Borla S Type Rear Section 2.25" pipe 4" tip	CALL
2015+	V6	Borla Atak Rear Section 2.25" pipe 4" tip	CALL
2015+	V6	Borla Touring Cat Back 2.25" pipe 4" tip	CALL
2015+	V6	Borla S Type Cat Back 2.25" pipe 4" tip	CALL
2015+	V6	Borla Atak Cat Back 2.25" pipe 4" tip	CALL

5.0 V8 SPECIFIC

2015+	5.0 GT	aFe Silver Bullet Throttle Body Spacers	117.50
2015+	5.0 GT	Airaid Intake System	349.90
2015+	5.0 GT	Airaid PowerAid TB Spacer	129.90
2015+	5.0 GT	Borla Touring Rear Section 2.5" pipe 4" tip	CALL
2015+	5.0 GT	Borla S-Type Rear Section 2.5" pipe 4" tip	719.99
2015+	5.0 GT	Borla ATAK S Rear Section 2.5" pipe 4" tip	719.99
2015+	5.0 GT	Borla Touring Cat-Back 2.5" pipe 4" tip	1,099.99
2015+	5.0 GT	Borla S-Type Cat-Back 2.5" pipe 4" tip	1,049.99
2015+	5.0 GT	Borla ATAK S Cat-Back 2.5" pipe 4" tip	1,049.99
2015+	5.0 GT	Borla ATAK Cat-Back 3" pipe 4" tip	1,224.99
2015+	5.0 GT	Borla S-Type Cat-Back 3" pipe 4" tip	1,194.99
2015+	5.0 GT	Corsa 3" Axle Back Exhaust, Black Dual 4.5" Tip *Sport*	1,049.00
2015+	5.0 GT	Corsa 3" Axle Back Exhaust, Polish Dual 4.5" Tip *Sport*	949.00
2015+	5.0 GT	Corsa 3" Cat Back Exhaust, Black Dual 4.5" Tip (Xtreme)	1,479.00
2015+	5.0 GT	Corsa 3" Cat Back Exhaust, Polish Dual 4.5" Tip (Xtreme)	1,379.00
2015+	5.0 GT	Corsa 3" Double X Pipe *Will Fit Factory Exhaust*	499.00
2015+	5.0 GT	Eibach Pro-Kit	270.89
2015+	5.0 GT	Eibach Sportline Kit	259.89
2015+	5.0 GT	MagnaFlow Axle Back, SS, 3in, Competition, Dual Split Polished 4.5in Tip	1,149.00
2015+	5.0 GT	MagnaFlow Cat Back, SS, 3in, Competition, Dual Split Polished 4.5in Tips	1,149.00
2015+	5.0 GT	MagnaFlow Cat Back, SS, 3in, Street, Dual Split Polished 4.5in Tips	749.99
2015+	5.0 GT	MBRP 3" Cat Back, Dual Split Rear, Race Version, 4.5" tips Aluminized Steel	559.99
2015+	5.0 GT	MBRP 3" Cat Back, Dual Split Rear, Race Version, 4.5" tips, BLK Coated	629.99
2015+	5.0 GT	MBRP 3" Cat Back, Dual Split Rear, Race Version, 4.5" tips, T409	649.99
2015+	5.0 GT	MBRP 3" Cat Back, Dual Split Rear, Street Version, 4.5" tips Aluminized Steel	559.99
2015+	5.0 GT	MBRP 3" Cat Back, Dual Split Rear, Street Version, 4.5" tips, Black Coated	629.90
2015+	5.0 GT	MBRP 3" Cat Back, Dual Split Rear, Street Version, 4.5" tips, T409	649.99



Stronger Sleeves

Replacing the Coyote block's cylinder liners creates a foundation for maximum performance.

BY BARRY KLUCZYK » PHOTOS BY THE AUTHOR



WHETHER in the previous S197 generation or the current sixth-generation S550 models, the Coyote 5.0 engine has breathed new life into the world of Mustang performance. The Coyote 5.0 has unquestionably proven its merits on the street and strip, and its rotating assembly stands up admirably to moderate levels of boost without the need for reinforcement.

As with any production-based engine, however, pushing the Coyote drastically beyond the intent of its original design has definite limits. Cracks show up figuratively and literally. For Ford's 21st century 5.0, cracks can materialize in the factory cast-in-place iron cylinder liners, or sleeves.

"For most enthusiasts, it's not really a problem until you start pushing toward 1,000 hp, although we've seen a lot of variance in factory blocks," says Mike Schropp, a Coyote engine builder at Livernois Motorsports. "It's true that we've seen cracked sleeves on cars with only about 500 hp and a bad tune, but generally the factory sleeves are good

The cast aluminum Coyote engine block is admirably strong in stock form, but when it comes to building an engine for high boost and horsepower numbers pushing the 1,000hp level, it could use some help in the cylinder sleeve department.

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- **Direct Bolt-on**

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86-93 5.0L Chrome	**1515**	- Tuned-Length Shorty	$199.99
94-95 GT Chrome	**1525**	- Tuned-Length Shorty	$229.99
96-04 GT Chrome	**1615**	- Tuned-Length Shorty	$319.99
96-04 GT Ceramic	**16150**	Tuned-Length Shorty	$419.99
99-04 V6 Chrome	**4008**	- Tuned-Length Shorty	$299.99
05-10 GT Chrome	**1612**	- Tuned-Length Shorty	$329.99
05-10 GT Ceramic	**16120**	Tuned-Length Shorty	$429.99
05-10 V6 Chrome	**4010**	- Tuned-Length Shorty	$299.99
11-14 GT Chrome	**1632**	- Tuned-Length Shorty	$349.99
11-14 GT Ceramic	**16320**	Tuned-Length Shorty	$469.99

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- **Bolt-on 15-20 Horsepower in minutes**
- **High-Flow 78mm Throttle Body and Intake Elbow**

96-04 GT	**1780**	---78mm High-Flow Throttle Intake	$269.99
96-04 GT	**17800**	-78mm High-Flow Throttle Intake(Polished)	$349.99

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94-95 GT	**1554**	-- Aluminum 3-Piece Pulley Kit	$134.99
96-March 01 GT	**1555**	-- Aluminum 3-Piece Pulley Kit	$159.99
96-March 01 GT	**1564**	-- 3-Piece SFI Pulley Kit	$269.99
Apr.01-04 GT	**1559**	-- Aluminum 3-Piece Pulley Kit	$159.99
Apr.01-04 GT	**1608**	-- 3-Piece SFI Pulley Kit	$269.99
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enough for most bolt-on performance enhancements."

The high combustion temperatures and cylinder pressures of a boosted engine can distort and crack the comparatively brittle, pressed-in, thin-walled cast iron factory sleeves. That invites potentially catastrophic engine problems— all of them expensive and potentially lethal for the entire engine if left unattended.

A relative lack of uniformity in the factory sleeves' wall thickness contributes to cracking, but again, we should be clear that we're talking about an issue that really isn't one for enthusiasts running mildly modified cars and even those with bolt-on blower kits. The condition is the result of the factory's machining process, which leaves the sleeve not entirely concentric with the cylinder bore in the aluminum block, producing a sleeve with thick and thin areas. The thin areas, of course, are the problem when the boost level pushes into double digits.

Installing new, stronger, and more precisely machined sleeves is the solution. It's a time-honored machine shop process and one Livernois Motorsports and other builders are using to squeeze 1,500 hp or more



1

At high power, the relatively brittle, factory pressed-in, 0.060-inch-thick cast iron cylinder sleeves can crack. And they're not always concentric to the bore, which exacerbates the problem.



2

Livernois Motorsports uses tougher, proprietary ductile iron race sleeves, which have significantly greater tensile strength over the factory sleeves. The outside diameter is measured prior to installation so the machinist will know the proper bore dimensions to machine the block for a perfect fit.



3

The block is affixed to an RMC V30 four-axis CNC machine, which will handle all aspects of the cylinder surgery, from the cutting out of the stock sleeves to the final boring of the replacements after they're installed.



4

The sleeves then go into a freezer for a few hours, which causes them to shrink enough to drop right into the cylinder bores.



5

A probe tool on the CNC machine measures a multitude of coordinates before the cutting begins. It measures the deck height on both sides, confirms the bore centers, and so on, giving the CNC reference points crucial to accurate machining.



6

The CNC machine is programmed with the factory specs for all of the coordinates measured, allowing the machinist to compare them and note major anomalies. In their experience the machinists at Livernois Motorsports have noted variances of 0.002-0.007 inch in the positions of the machined factory sleeves. It's typically a progressive issue, with the first bore on a cylinder bank pretty close to spot-on and the succeeding bores off just a little more than the last. For stock engines with minor mods, this is nothing to worry about; it's simply the variances of mass production.


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from Coyote-based engines.

Schropp says, "If you're building an engine for 1,000 hp or more, you're going to be upgrading the rotating assembly, so it's a smart and cost-effective procedure when you're already going to tear down the engine. You just don't want to risk the stock sleeves being the weak link in an otherwise strong combination."

Livernois uses custom, centrifugally cast ductile iron sleeves, which offer a tensile strength of 120 ksi compared to gray cast iron's approximately 30 ksi. Ductile iron is also relatively plastic, meaning it flexes much more than conventional, brittle cast iron. Flexibility helps prevent cracking. For combinations up to about 1,100 hp, Livernois can install 3.700-diameter sleeves in the Coyote block, which are still stronger and more flexible than the stock sleeves but provide an extra 12 ci or so in displacement. Beyond that power threshold, thicker-walled sleeves increase strength for very high power, with bore sizes ranging from 3.630 to 3.680 inches.

We recently followed the process of extracting the factory sleeves and installing Livernois' proprietary ductile iron versions at the Livernois facility near Detroit. Depending on the power level and complexity involved, the job ranges from about $1,000 to $1,400. As Schropp noted, it is money well spent for peace of mind and durability.



A carbide-tipped tool is positioned at the top of the bore to begin the rough-cutting part of the procedure that will dislodge the factory cast iron sleeve.



The cutting is necessarily slow and tedious to prevent damage to the aluminum block. It may take 10-15 minutes per sleeve, whereas boring out an iron block's eight cylinders could be done in half the time or less.



The telling aspect of this extracted sleeve is how the material is clearly cut away more on one side. It's an indicator of the variance in the original machining, meaning that the sleeve wasn't concentric with the block's bore.



Another indicator of the lack of uniformity in the factory sleeve's machining is the lack of uniformity in the finish on the cylinder walls after the sleeve was removed, indicating the cutter was digging into the wall in some areas. The lip at the bottom of the bore is where the sleeve anchors during installation.



With the factory sleeves removed, the cylinder bores are machined to match the outside diameter specs of the new, ductile iron sleeves.

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12



After the machined block is washed, it is put in an oven heated between 200 and 350 degrees F. The optimal temperature depends on a number of factors that vary between applications. The aluminum grows under the heat, expanding the bores enough to allow the chilled new sleeves to slide in easily.

13



The block "cooks" for about one to three hours, or until the edges turn a golden brown. No, wait—that's cherry pie. The timeframe is correct though. Another advantage of the procedure is that it relieves in the block some of the tension generated during machining, ensuring a more accurate finished product.

14



Installing the new sleeves is a coordinated step that must be performed methodically and ideally with two installers, one per cylinder bank. There are only a few minutes to act before the sleeves warm up too much and the block cools down too much. If the window of opportunity is missed, a sleeve could get stuck halfway in the bore, requiring that it be cut out and the project started all over again.

15



A 2x4 and a mallet help seat the new sleeves quickly and evenly against the lips at the bottom of the bores. Yes, the sleeves protrude from the bores at this point and must be trimmed to the proper height.

16



A close-up of the new sleeve in the bore shows the perfect seal created after the temperature of it and the block equalize. It's not going to budge.

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17



Back on the CNC machine, the sleeves are cut down to just a hair above the deck surface.

18



Next, the sleeves are finish-bored. The sleeves in this project engine were taken to 3.700 inches, which adds about 12 ci to the displacement.

19



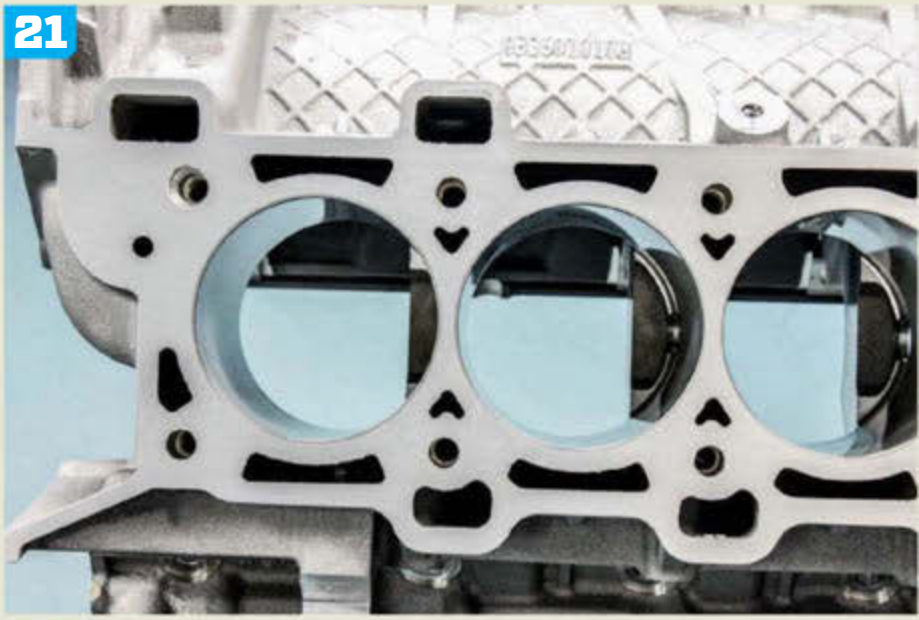
The final machining step with the CNC machine is decking the block. It's done to square up the decks, which typically vary a couple of thou or more from the factory, as much as it is done to equalize the sleeves and deck surface.

20



The sleeving procedure wraps up with one final cleansing to wash and blow away any metal chips remaining from the machining.

21



The sleeves in the modified block look absolutely factory installed—and they're better than that. The concentricity of the sleeves' bores and the strength they offer make the block a superior product. Bring on the boost!

Source

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30 Minutes To More Power

Easy bolt-on for any S550 GT Mustang with a JLT cold air kit & SCT programmer.

BY CHRISTOPHER CAMPBELL » PHOTOS BY THE AUTHOR



THERE is a checklist of parts that every enthusiast looks into as soon as a bit of the new car freshness wears off on their Mustang. Right at the top of the list are a cold air intake and a new tune. It's not that Ford can't design an airbox that flows as well as any aftermarket part, or a tune that extracts every last iota of horsepower and torque; it's that Ford has to contend with these and so many other

Here is JLT's replacement for the stock intake track. All of the parts are direct bolt-in to stock locations, but instead of a small rectangular filter we will have an 8-inch-long conical filter within a large-capacity airbox. We were impressed with the OEM-level quality of the parts.



BATHURST RF - Silver with Mirror Cut Face

The new Bathurst RF wheel, shown above with the Silver - Mirror Cut Face finish is available in 17, 18, 19, 20 and 21 inch staggered fitments. The Bathurst RF features a brilliant starburst of ten ultra narrow beveled spokes that is as visually light as its actual weight. The Bathurst RF is manufactured using a highly advanced production technique called Rotary Forging. The rim of the wheels is forged at high pressure while the wheel is spun at high speed. This alters the molecular structure and enhances the strength of the alloy. The benefit is a much lighter weight than a regular cast wheel. Most importantly, the weight saving is in the outer rim of the wheel which dramatically reduces rotational mass and enhances vehicle performance.

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issues simultaneously.

There are of course the expected hurdles set up by the EPA, not to mention the California Air Resources Board, for emissions and fuel economy, but as much as this makes us roll our eyes, another factor is just as big. Hard as it is to believe, a large portion of the population purchases Mustangs and leaves them stock! They don't seek out parts to increase acceleration, and they certainly aren't willing to have a louder engine with increased octane requirements and potentially lower mileage (because it's fun and you can't keep your foot out of it) in order to get more acceleration. We probably couldn't be friends with those people.

For the rest of us Mustangs mavens, the aftermarket is always there to provide us with the parts we wish were stock equipment. The totally new 2015 S550 Mustang is just barely available, but performance parts are already turning up. Thankfully, pure enthusiast companies like JLT Performance and SCT Performance have no strings holding them back; their focus is solely on power production. That's why when we heard that their new cold air kit and programmer for the S550 was available, we touched base with them immediately to put it to the test. Let's be real—we know that all of you who end up with a 2015 in your driveway will be pondering which parts to buy first.

Our buddy Eddie Rios at Addiction Motorsports had just taken delivery of his 2015, so we tapped him to be our test mule. Rios has some pretty serious plans for his S550, so you'll be seeing quite a bit more of it in future stories. For now, we were impressed with how much bang-for-the-buck this 30-minute install offered up.



More airflow potential requires a new tune to really extract the benefits. JLT loads its custom tune on an SCT handheld programmer for easy reflashing of the ECU.



As much as the exterior has changed, underhood the intake system is still familiar to anyone who has wrenched on a Coyote-powered Mustang before. First on the agenda is to remove the engine cover by pulling up firmly to create easier access to the throttle body.



A band clamp holds the intake tube to the throttle body. Loosen it up so that the boot slides easily from the throttle body.



On the inside of the intake tube's curve, near the throttle-body, three connections need to be removed. Two are quick-release, while the third (for the sound tube) uses a clamp. The easiest way to remove the sound tube is to squeeze the sides of the clamp together with pliers while pulling on the tube.



After pulling the MAF plug from the harness, pry the harness clip away from the stock housing. A door panel tool works well for this.

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Flip open the clamps on the airbox lid. The intake tube and lid will come out as a complete unit.



Just one last 10mm bolt is holding the main body of the airbox in place. Remove this one, and it's time to pull it out.



The airbox has a snorkel that extends forward into the grille, so to remove it, lift from the rear first and pull rearward until the snorkel clears the core support.



Coyote-powered Mustangs have a sound tube to pipe the intake into the cabin, but paradoxically the airbox features multiple mufflers to tone down the sound. Despite its size and unnecessary complexity, it is a fairly light assembly, at least.



JLT's airbox utilizes the same cool air path behind the grille as the factory unit. The tube that will mate to the original inlet is a separate piece, and a tight fit, so it's best to slide it in prior to placing the box into the car.



Two grommets need to be removed from the original box and transferred over to the JLT box. This two-piece one with an inner sleeve is the grommet from the bolt that holds the box to the inner fender.



Right next to the bolt is this grommet that a locating post on the airbox will simply press-fit into.



With the grommets installed, the airbox is dropped into place. The JLT box is significantly larger than the factory one, so it's necessary to slide the air inlet tube inside the airbox until it is seated completely inside.



The air inlet tube then slides forward and connects with the factory duct behind the grille.

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14



A new sleeve and clamps to mate to the throttle body to the intake tube are provided with the JLT kit.

15



The quick-connect fittings slide onto the JLT intake tube and fit like factory. A plug is provided for anyone who would like to cap off the sound tube; however, we can't imagine who would use it.

16



The new conical air filter is not only reusable but will provide much higher flow capability due to its increased surface area. It is definitely a win-win situation.

17



The last step to the underhood portion is to install the MAF sensor into the JLT intake tube with new hardware. Plug the harness into it, and we're ready to tune!

18



We love the complete underhood install since it has a clean factory-equipped look. This whole swap took us about an hour, including taking photos, so it's basically a 30-minute deal for everyone else.

19



Here's where we make the most of that new-found airflow! The SCT tuner comes preloaded with JLT's recommended tune for an otherwise stock car. This part requires more patience than the underhood install because the tuner makes a backup of the original tune and then installs the new tune.



Check out the before-and-after dyno run at Addiction Motorsports. Horsepower and torque are up all the way through the curve with peak numbers of 372.05 hp and 355.90 lb-ft of torque. That's a 12.36 hp and 6.25 lb-ft of torque to the wheels, which will definitely be noticeable. Plus, there is a throatier sound from the intake without all those mufflers. Sound and power—there's no downside here!

Sources

Addiction Motorsports
818.313-TUNE (8863)
addictionmotorsports.net

JLT Performance
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jlttruecoldair.com

SCT Performance
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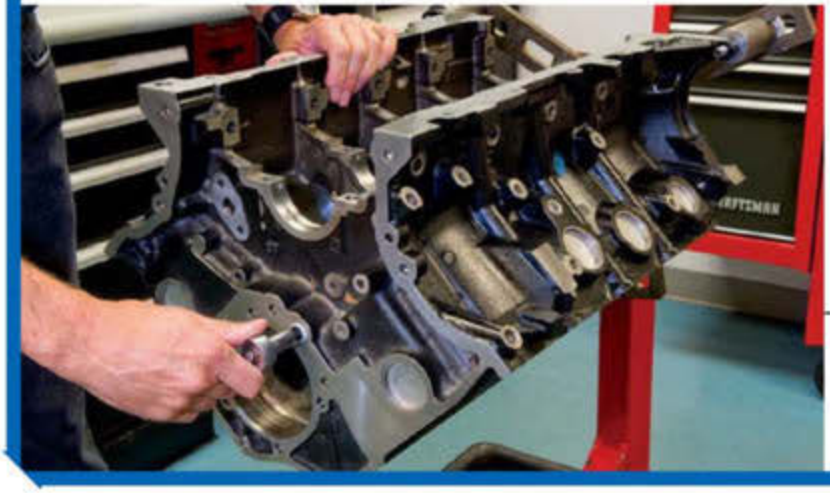
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IN THE KNOW

CHARTING MODULAR V-8 PERFORMANCE FROM 1996 TO 2014.

BY EVAN J. SMITH • PHOTOS BY THE AUTHOR



FORD HAS ALWAYS BEEN A PROGRESSIVE COMPANY.

Seeing the future, it abandoned the classic pushrod 302 in the Mustang for 1996 to make way for a new breed of Ford modular engines.

Ford's intent was to build a family of engines for passenger cars and trucks with improved emissions, less NVH (noise, vibration, and harshness), and better performance. These engines would also share common architecture, such as bore spacing, mounting, and overall block design. This gave Ford the ability to produce a variety of engine types in one plant

A major advantage of the modular engine is the deep-skirted block. It features six bolts per main cap: two inside the block and two cross-bolts that are inserted from the side.

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by simply changing tooling. In fact, the "modular" moniker comes from the ability to quickly change tooling, not because many parts on the engines are interchangeable, as is often thought.

The modular Mustang engine craze began nearly 20 years ago with the introduction of the 1996 GT and the SVT Cobra. In that landmark year, Ford moved from pushrod power to overhead cams. Those 4.6L SOHC and DOHC powerplants laid the groundwork for the amazing technology and performance we enjoy today. Modular engines were built in Ford plants in Romeo, Michigan, and Windsor, Ontario, Canada.

Frankly, Ford recognized that a more efficient engine was needed to meet or exceed the federally mandated fuel economy requirements of the 1990s. Ford also saw the need to improve output, sealing (namely gaskets), and reliability. Improvements on the modular came from a deep-skirted six-bolt main block, lighter rotating assembly and by mounting the accessories directly to the engine instead of hanging them off a bunch of brackets. Modular engines include the 4.6L Two-Valve, Three-Valve, and Four-Valve, the larger 6.8L V-10, and even the 5.4 and 5.8 Cobra and Triton truck variants. According to Ford, the Coyote is not considered a "modular" engine.

At 4.6L (281 ci), the first modular was smaller than the outgoing 302. With small displacement, it would have to rev to make power, but Ford also knew the engine would need suitable torque. With the Mustang growing in size, enthusiasts expected Ford to respond with a larger displacement powerplant.

Unfortunately, the first Two-Valve didn't impress enthusiasts. While the engine had overhead cams, including aluminum heads with nicely shaped intake runners, the ultralong runner intake seriously limited power above 5,000 rpm. The big news was the DOHC SVT Cobra, which made nearly 100 more horsepower (305 hp). The Two-Valve version (215 hp) fell short of expectations, but Cobra owners loved the high-rpm four-cam wonder.

Two-Valve

While the Two-Valve didn't get the warmest reception, it did have excellent attributes. It featured a composite intake manifold (which stayed cooler than aluminum),







There are three basic types of modular engines: Two-Valve, Three-Valve, and Four-Valve.

aluminum heads, and distributorless ignition. While only making 215 hp, modifications came easy, and so did extra power. Rather than retreat, Ford marched on with the technology, and soon horsepower climbed.

It should be noted that the very first Two-Valve engines were used in the 1991 Lincoln Town Car. It produced 190 hp, but power was increased to 210 by 1994. The 1996 Mustang version made 215, which matched the outgoing 302. On-track performance was about the same as the 302, with the 1996 Mustang GT nudging into the 14s.

If there was a downside for enthusiasts, it was the complexity that limited the aftermarket from generating major parts like intakes and heads quickly. Ford improved the Two-Valve dramatically in 1999 with its



The most potent factory Two-Valve is the 2001 Bullitt, which produced 265 hp thanks to a unique cast-aluminum intake manifold.



From 1996 to 1998, the SVT Cobra received a 305hp DOHC engine that revved smoothly to 7,000 rpm. This one has the added benefit of a Vortech supercharger.



Ford enhanced the power for 1999 on the SVT Cobra by modifying the cylinder heads and intake manifold. Pre-1999 heads are referred to as "B" heads, and the post 1999 tumble-port heads are called "C" heads. Heads are interchangeable on V-8 modular blocks so long as you use the intake type that originally came with the heads. The later heads are better flowing and more desirable.

Performance Improved (PI) induction. This consisted of a redesigned intake and cylinder head with much better flow characteristics, resulting in 260 hp and 302 lb-ft of torque. Real-world performance was enhanced, as the Mustang now was a solid 13-second performer. Best of all, basic mods, such as performance-minded (3.73-4.10) rear gears, cold-air intake, underdrive pulleys, computer reflash, exhaust, and good driving, could produced 12-second times. And with nitrous and boost, performance was limitless.

While most parts are interchangeable, there are differences between engine build at the different plants. Romeo cam covers use 11 bolts; Windsor engines use 13 bolts. But wait, there's more. Windsor blocks get marked with a "W" in the casting,

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and Windsor heads don't utilize cam journal girdles. On the blocks, Romeo versions use jackscrew cross-bolts on the caps, and Windsor blocks sport a dowel pin. It's also commonly known that Romeo cranks use six-bolt flywheel/flexplate flanges and Windsor engines use eight. Due to the variety, it's better to start your Two-Valve project with a complete engine, even if it doesn't run.

Three-Valve

As you know, 2005 was a landmark year for Ford. The automaker introduced the S197 Mustang and, at the same time, gave us the 4.6L Three-Valve modular. Enthusiast not only got the retro-style Mustang they had been craving, but they also got 300 hp. This combination added excitement to the Mustang. Engineers extracted 40 hp from the same 4.6 liters of displacement with an additional intake valve, Charge Motion Control Valves, and variable camshaft timing. The Three-Valve engine not only looked way cooler than its predecessor but outperformed it in every way.

The foundation of the Three-Valve V-8 was a new aluminum block that saved about 90 pounds and was topped with unique SOHC aluminum heads and a high-flow composite intake manifold with a forward-facing throttle body. The CMCV plates enhanced airflow velocity and improved cylinder filling at low to mid rpm. Despite the heavier weight of the S197 chassis, the 2005 Mustang was capable of mid 13s at 105 mph.

Today the aftermarket is flooded with parts for these engines. S197 Mustangs offer a great value and clean GT examples can found for $9,000-$12,000. It's worth noting that 2005-2010 Mustangs work great for drag racing, open track, or autocross. They respond well to basic mods, as well as superchargers and turbos.

4.6 DOHC Four-Valve

Ford's SVT (Special Vehicle Team) designed and built a completely new engine for the 1996 Cobra. While it used the same bore and stroke as the iron-block Two-Valve (3.552 by 3.543 inches), the 1996 Cobra engine featured an aluminum block made by Teksid in Italy, dual-overhead cams, and a high-flow intake manifold. This DOHC V-8 was a screamer for the time, producing 305 hp and revving smoothly to 7,000 rpm.



Ford got serious in 2003 by adding an Eaton M112 supercharger to the DOHC engine. Not only did this engine have extreme output but it was rock-solid with forged race internals.



Ford also produced a variety of modular racing engines for road racing and NHRA. This is the 5.0 "Cammer" used in Grand Am Cup road racing.



This is an iron block 324-cube DOHC built by Livernois Engineering for our Project Superfly DOHC. It produced well over 500 hp on pump gas.



With only 281 ci, forced induction was the way to go if you wanted big power (or easy power) from your modular. The aftermarket is flooded with blower and turbo kits, and of course nitrous is not a bad option either.



Of course, you can buy a complete crate or pullout engine to swap into your Fox or other Mustang or fast Ford. We spotted this GT500 engine at an NMRA event.



The pinnacle of horsepower came in 2013 with the 662hp Shelby GT500. The 5.8L beast not only had amazing horsepower but torque to spare!

Cobra engines were hand-assembled by trained technicians in Ford's Romeo, Michigan, engine plant. Once completed, the technicians would then sign a small SVT plate that was affixed to the cam cover. SVT touted the new all-aluminum mod mill as the future of Ford V-8s—but it was only a taste of things to come. In addition to the Mustang, the 32-valve modular engine was also used in the 1993 Lincoln Mark VIII. It produced 280 hp and received a bump to 290 in 1995. The Lincoln Continental also used a variant of the 4.6 DOHC engine in FWD configuration.

The aluminum block saved close to 100 pounds, which enhanced handling of the SVT Cobra. To take on the task of 7,000-rpm operation, Ford used a German-made forged steel crank, powdered-metal forged connecting rods, and forged pistons. Feeding air was the impressive four-valve heads, which featured split intake ports. The early heads are termed "B" heads. The split ports with CMCV plates allowed for greater velocity and improved airflow. Furthermore, the ports were straight, which is optimum for performance. All 1996-1998 Cobra heads feature

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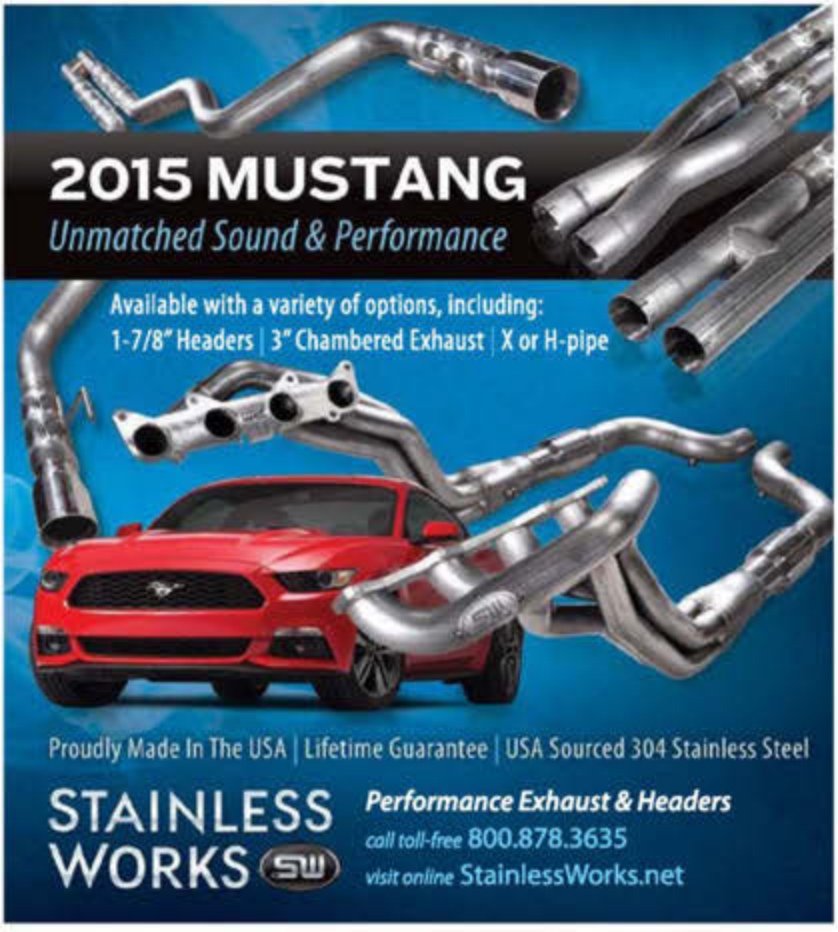
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37mm intake and 30mm exhaust valves with the spark plug located in the middle of the combustion chamber.

Of course, enthusiasts are familiar with the nicely shaped aluminum intake that featured a large central plenum with long individual runners. The Cobra engine also utilizes the aforementioned butterfly in one intake port that opens at 3,250 rpm. Limiting airflow to one port improves velocity at low engine speed and enhances efficiency and power. The DOHC Cobra engine also used the twin 57mm throttle-body, 80mm mass air sensor log-style exhaust manifolds.

Looking for more power, SVT modified the engine for 1999. SVT used improved "C" cylinder heads with a "tumble-port" design in the combustion chamber, and while the engine still breathed through a twin-bore 57mm TB, the intake was completely new. Ford also eliminated the butterfly plates. The 1999 SVT Cobra engine also featured coil-on-plug ignition and a more durable bottom end. Unfortunately, many 1999 Cobras failed to meet the advertised power output. Ford made good by redesigning the intake manifold,





The 300hp Three-Valve was a nice upgrade from the 260hp GT. These engine respond well to bolt-ons, such as cold air intake systems, custom tune and exhaust, and all types of power-adders.



If a boost is not your thing, try the Ford Racing intake and Hot Rod cams. This combo can add 100 hp to your Three-Valve.





Trick Flow Specialties (TFS) has been a leader in modular performance and offers you a choice of intakes, heads, and cams to complete packages.

providing a reflashed computer and upgraded exhaust. Because of the debacle, no 2000 Cobras were built (save for the 2000 Cobra R, of which 250 were built). The SVT Cobra returned in 2001 with little-to-no changes.

R Is for Race

The mighty 2000 SVT Cobra R completed the trifecta of R-model



This is the awesome Shelby GT500 Super Snake engine. When *MM&FF* tested the Super Snake it made 774 rwhp and ran 10.70s at 138 mph thanks to the massive Kenne Bell blower!



This is the 9-second Three-Valve formerly owned by Jim D'Amore Jr. of New Jersey. It featured a stroker kit and a blower.



The first really hot naturally aspirated four-cammer mill was found in the 2000 SVT Cobra R. It made 385 hp and sounded amazing

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SVT Mustangs. SVT evolved the 2000 model and delivered a true racer for the street. The heart of the beast was a 5.4L DOHC monster producing 385 hp and 385 lb-ft of torque.

While many thought the larger 5.4L wouldn't fit in the SN-95 chassis, Tom Bochenek, the Cobra R project manager, and his team were determined to make it work. They lowered the engine 6 mm, moved a few lines and hoses, and of course added the popular power-bulge hood to clear the massive intake manifold.

To extract maximum power, the team developed a new cylinder head with airflow 25 percent better than the standard Cobra DOHC heads. This was done with basic hot-rodding tricks, such as improving the port design, installing 2mm larger valves, and improving the combustion chamber. In addition, the team went with 0.520-inch lift cams (0.120-inch larger than the standard Cobra) and the exhaust flowed through Bassani short-tube headers. If driven properly, the 2000 Cobra R is capable of 12.40s at 112 mph.

Back to blowers

Ford fans had to wait until 2003 for the next SVT Cobra. The rumor mill was swirling about an intercooled and supercharged Mustang, and that's exactly what Ford delivered. Dubbed Terminator, the 2003 SVT Cobra was indeed ready to terminate the competition.

Under the guidance of O. John Coletti, SVT designed what was the most lethal regular-production Mustang to date. Coletti tore a handful of pages straight from the "how to build a race engine" manual. He switched to a super-sturdy iron block and stuffed it with a forged steel crank, Manley H-beam connecting rods with ARP rod bolts, and forged pistons. The pistons were dished to lower compression and featured an offset wristpin, and a ring pack suited to handle the higher cylinder pressure of the boosted engine. Output was rated at 390 hp and 390 lb-ft of torque, but the engine produced closer to 425 hp at the crank. In stock trim, *MM&FF* tested a preproduction 2003 Cobra and ran an amazing 12.43 at 112 mph on the stock tires.

Aside from free-breathing four-valve heads, the 2003-2004 Cobras benefited from an Eaton M112 supercharger with an integrated intercooler. Not only did Ford provide a race-inspired bottom-end but it included a blower with room to grow. Increasing the boost with a revised pulley setup drastically improved horsepower and torque on these engines. And today there are many bolt-on blower kits to bring output into the 600-plus range.



Ford SVT F-150 Lighting. 'Nuff said. These fun haulers could truly do it all. Our project, The Fridge, ran 10.20s as a daily driver. These Two-Valve engines are really great for swapping into Mustangs.



This is the 5.4L aluminum block that was used in the Ford GT. It was designed for dry sump, but some were converted to a wet sump and used in Mustangs. It offered light weight and great strength.



Ford's most powerful factory modular engines came in Cobra Jet Mustangs. This is the Micro Strategies–backed CJ of Anthony Bongiovanni that can run deep into the 8s.



Here's an exotic Four-Cammer we found at a Performance Racing Industry show.



Turning back to the Livernois engine, you can see how deep the crank sits in the block.

MUSTANG MODULAR POWER

Engine	HP @ rpm	Torque (lb-ft @ rpm)
1996-1997 4.6L Two-Valve	215 @ 4,400	285 @ 3,400
1997 4.6L Two-Valve	225 @ 4,400	290 @ 3,400
1996-1998 4.6L DOHC	305 @ 5,800	300 @ 4,800
1999-2004 4.6L Two-Valve	260 @ 5,250	302 @ 4,000
1999-2002 4.6L DOHC Cobra	320 @ 6,000	317 @ 4,750
2000 5.4L Cobra R	385 @ 5,700	385 @ 4,500
2001-02 4.6L Bullitt	265 @ 5,000	305 @ 4,000
2003-04 4.6L DOHC Cobra	390 @ 6,000	390 @ 3,500
2003-04 4.6L DOHC Mach	305 @ 5,800	320 @ 4,200
2005-09 4.6L Three-Valve	300 @ 5,750	320 @ 4,500
2007-09 4.6L Shelby GT	325 @ 5,750	330 @ 4,500
2008-09 4.6L Bullitt	315 @ 6,000	325 @ 4,250
2010 5.4L GT500	540 @ 6,200	510 @ 4,500
2011-12 5.4L GT500	550 @ 6,200	510 @ 4,250
2013-14 5.8L GT500	662 @ 6,250	631 @ 4,000

Shelby GT500

Riding on the success of the Terminator, Ford fans expected the next "Cobra" to be boosted, but





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what they didn't expect was the Shelby name and 500 hp. With the new S197 chassis, Ford impressed everyone with a fire-breathing 5.4L supercharged V-8—all stuffed in a "new" Shelby GT500. Taking what it learned from the 2000 R, and the 2003-2004 Cobra, SVT developed a supercharged 5.4L that had Earth-moving torque and reliable power past 6,000 rpm.

Enthusiasts loved the base package but also that Ford left room for upgrades. Enthusiasts wasted little time enhancing the engine with aftermarket cams, blowers, better-breathing inlet systems, and a free-flowing exhaust. The result was almost unbelievable. Bolt-on Shelby GT500s could eclipse 700-800 hp. Many enthusiasts pushed them to 1,000 hp!

For 2010, the GT500 got a facelift and 40 hp thanks to mods that were on the 2008-2009 Shelby GT500KR. This included an Eaton 2300 supercharger and a revised calibration.

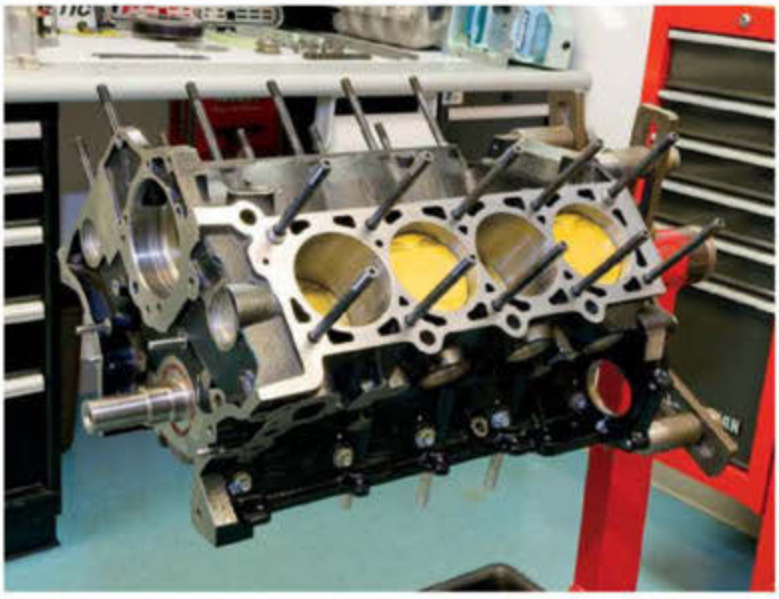
The big news for 2011 was not so much the extra 10 hp but rather the new aluminum 5.4L engine block, which saved over 100 pounds from the Shelby's heavy snout. Ford also switched from iron cylinder liners to a Plasma Transferred Wire Arc liner. In this process, each cylinder gets a 150-micron composite coating for friction reduction. And with the addition of electric power steering, the Shelby GT500 saw an increase in power and fuel economy. The 2012 Shelby GT500 powerplant remained unchanged.

With each bump in power, enthusiasts kept wondering, *Is this the end of the line?* Seriously, 550 hp and 520 lb-ft of torque from a factory engine is downright awesome. But Ford saved the best for last. In 2013 it released a 662hp 5.8L GT500 that rotated the Earth with 631 lb-ft of torque. The fact that output jumped over 100 hp in a year speaks volumes about Ford's ability to press the technology and deliver affordable performance. Amazingly, the 2013 Shelby GT500 eclipsed 200 mph in testing and ran deep into the 11s—and all without encountering a gas-guzzler tax.

Dubbed Trinity, the 5.8L is one special modular engine. To achieve over 650 hp, displacement was increased with a larger bore that uses a unique spray-bore on the cylinder walls.

SVT put forth a plan to reach 650 hp and 600 lb-ft of torque without tripping the gas-guzzler tax. Using the 5.4L as a foundation, SVT maintained the modular (100mm) bore spacing, deck height, cylinder heads, and remaining modular architecture. Stroking the engine was not possible due to the constraints of the block so bore size was increased from 330 cubes to 351. The block is cast by Honsel in Germany with a spiral groove cast into the cylinders. A rotating wire-feed using an electric arc and compressed air shoots the iron plasma onto the walls of each cylinder. The last procedure is to diamond-hone the walls into the proper crosshatch pattern. This results in a 93.5mm bore (the 5.4L is 90.2) and the extra cubic inches.

RPM equals horsepower, so SVT made necessary changes to allow the engine to rev to 7,000 for short bursts. Piston oil squirters and improvements to the cooling system



And here's a look at the rods, pistons, and assorted hardware before and after assembly.



The oil pan gasket uses an integrated windage tray.



Four-Valve heads are big!



All modular engines use roller followers.



All modular engines use a chain drive to sync the crank and the cams with tensioners that prevent sloppiness in the chains.



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Ignition	Coil-on-plug
Injectors	54.8 lb/hr

help to drop operating temperature and ensure durability. Mahle was the piston supplier, and those slugs feature added strength over the past Shelby pistons. The connecting rods were also changed to fit (as the new pistons presented a clearance problem), but the rest of the rotating assembly was left alone (save for crankshaft balancing).

The short-block was topped with cylinder heads featuring enhanced cams with larger lift (1.1 mm and 1.4 for intake and exhaust, respectively). Ford also increased the strength of the exhaust valves with a tougher steel alloy material—the valve seats were also upgraded.

Perhaps the biggest kick in the pants came from a new 2300 (2.3L) TVS intercooled supercharger. The Twin Vortices unit is more efficient and also produced more boost. The outgoing Shelby made roughly 9 psi; the 2013 GT500 made 15 psi or more in some cases. The case design was enhanced and a large SVT 5.8L was embossed. This blower uses a four-lobe design, with 160 degrees of twist (the M122 uses three rotors and is twisted 60 degrees). Pulley size is a small 2.71 inches (69 mm).

That wraps up the timeline for the Ford modular engine. Next we cover the Coyote 5.0, Road Runner and VooDoo engines.







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BABE OF THE MONTH

HOT MUSTANG CHICK BY HENRY DE LOS SANTOS



Lauren

Meet Lauren Samuhel, a 23-year-old from Greenbrier, Arkansas. She originally picked up her black, automatic 2011 5.0L Mustang in Atlanta, Georgia.

When we asked Lauren about the modifications, she said, "her modifications include the Boss/CS lower front fascia with fogs, billet grille, halo and projector headlights with LEDs, the BMC Manta Ray hood with ram air induction, Airaid cold air intake, 18-inch AMR's wrapped in Nittos, GT500-style rear spoiler, MMD painted trunk emblem surround, taillight covers, and Roush axle-backs with resonator delete."

Our favorite part of the response is when Lauren added, "I installed all the modifications myself aside from the hood and resonator delete."

Lauren especially enjoys cruising around, running at the track, and attending events to meet fellow car enthusiasts. "It's neat hearing about the stories behind the car and seeing all of the work and passion put into it," said Lauren. "One of my favorite local meets to attend is with Arkansas Street Machines—good friends and good times. Hopefully I will be able to attend bigger car events in the future and continue to meet new enthusiasts."

Well said, and keep that pony going!

If you think you're Babe of the Month material, email your Mustang-related bio and a few photos to finish.line@enthusiastnetwork.com (please put "BOTM" in the subject line). Our editors will select a winner each month.



PHOTOS: CHANCE ALLMON.

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4.6L AND 5.0L TALES >>> EVAN J. SMITH

Drag Racing: Finding a Class That Suits You

Picking a class is never easy. It means building a dedicated car, with rules, where you are kind of locked into your combo.

Drag racing is an amazing activity. Nothing compares to launching hard and running big speed at the top end. Drag racing incorporates mechanical challenges and driving skill and lets your competitive juices flow. Today's safety rules make drag racing a safe and fun sport for people of all ages. Unlike any other sport, it allows men and women of all ages to compete head to head. And you can get involved with virtually any budget. Mustang racing is a bit more specialized, as there are specific classes, often based around common modifications.

Years ago it took a dedicated race car to throw down super-quick e.t.'s, but that has changed. *Muscle Mustang & Fast Ford* True Street, run at every NMRA event, allows anyone with a 15-second car to 7-second street-legal rocket to compete on track.

Of course, not everyone with a powerful car goes to a track. For some, it's just not convenient. Others are intimidated. Some just don't care. I've always loved the track. What's more, I love the challenge of racing. I'm generally not satisfied until I've extracted every ounce of e.t. from the available power. That's why I'm drawn to NHRA Stock Eliminator and NMRA Coyote Stock, where horsepower is limited by strict rules.

Picking a class, however, is never easy. It means building a dedicated car, with rules, where you are kind of locked into your combo. And this may not appeal to enthusiasts who just want to boost power and go fast. These days you can build a fast street car that will outrun many dedicated racers. But building a Class car and winning or setting a record gives you serious credibility. Virtually anyone can build a fast car and self-proclaim on social media that they've "set a record." But there's a real difference between running with rules and setting a legit record and simply claiming that you are the fastest with no verification, no rules, and no real way to prove it.

Often, racers will either bracket-race or race heads-up. Bracket classes incorporate a breakout rule, and in heads-up racing the first one to the finish line wins. Bracket racing is great because you can find success with nothing more than good driving skill and a consistent car. Your car will likely fit in an existing class. There are street-car classes and dedicated bracket classes, so chances are that you'll be racing against cars like yours.

Some enthusiasts bash bracket racing because you can lose by going too fast. In bracket racing you have to hit a predetermined "dial-in." Going under this dial is a breakout, and that can cause you to lose. No matter—you still need to cut a light, have a good-running car, and drive well. Heads-up racing requires much more attention to all-out performance. But it can cost way more, as this type of racing requires the best parts, travel, higher entry fees, and lots of testing.

Ultimately no racing is easy. It takes time to find success. Pick a class that fits your budget and make friends out there, and before long you'll be in the Winner's Circle.







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RUDY LATORRE • TAMPA, FL • 2006 MUSTANG GT

Patriotic Ponies

Tampa resident Rudy Latorre is an Army combat veteran. Rudy's first Mustang was a red 1988 GT Fox-body, and after 10 years of ownership he picked up a white 1965 custom coupe that graced the car-show circuit for five years. According to Rudy, he was aching for the "need for speed" and wanted something a bit more modern. He loved the modern retro look, so he picked up a blue 2006 Mustang GT. Not realizing it until weeks after his last purchase, Rudy had owned ponies in red, white, and now blue. He has since added MBRP Performance exhaust, BBK CAI, Steeda sport springs, an SV2 chin spoiler, a blackout panel, and chrome Bullitt wheels wrapped with Nitto NT 555 Extreme Performance rubber. Rudy and his wife, Miriam (pictured with the Mustang), are active members of their local Mustang club and Mustang Club of America. Thank you for your service, Rudy!



GREG DORTONE • DELAWARE COUNTY, PA • 1988 NOTCH

The Perfect Fox

Greg Dortone is 21 and has been a loyal reader of *MM&FF* since he started high school. After years of school, working hard, and pinching pennies, he was finally able to purchase his 1988 notch. It took three years to locate the perfect candidate. Greg's 1988 notch is a 302 bored 0.060 over with SRP pistons; Edelbrock aluminum heads; Trick Flow upper and lower intake; a Comp Cam valvetrain and cam; 24 lb/hr injectors; a 70mm throttle body; a 130-amp alternator swap; an MSD distributor, coil, and box; a Tremec 600 transmission; a Ram Power grip clutch; a short-throw shifter; an aluminum driveshaft; and axle-back exhaust. He rebuilt the rear after its first track day spit out the driver-side axle. It now has the 8.8 with 4.10 gears, a Detroit locker, and Strange 31-spline axles with C-clip eliminators.

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BRYCE CONKLE • NEW SMYRNA BEACH, FL • 2014 MUSTANG GT PREMIUM

Hawaii Five-O

Bryce Conkle is a Florida native, but he is stationed in Honolulu, Hawaii, serving in the United States Air Force. His pride and joy is his 2014 Mustang GT Premium equipped with the Track Pack option. So far he has installed an off-road X-pipe with MagnaFlow Competition series cat-back exhaust, Bama tunes through an SCT handheld tuner, and GT500 replica wheels (19x9.5 front, 18x10 rear) with Nitto NT555R tires. Also, the engine bay is custom-painted. Bryce has a build list that he is working on, and he is currently cherry-picking the parts to construct his own single turbo kit. We thank you for your service, Bryce!



JASON COSTA • CHINA GROVE, NC • 1994 SVT COBRA

Costa's Cobra

Jason Costa has owned this 1994 SVT Cobra since 2001. It has quite a list of goodies. His Cobra is now equipped with a Fox-body intake setup, Trick Flow intake, a Vortech S-trim supercharger, an Anderson power pipe, an Accufab 75mm throttle body, 95mm mass air, a Pro 5.0 shifter, an American powertrain clutch, 31-spline axles, a Truetrac differential, Cobra R wheels (19x9 front, 18x10 rear) wrapped in Nitto rubber, Autometer gauges, Corbeau seats, an AL9 ECU for better tuning, and a Pro Dyno tune. Handling is provided by H&R SS springs, Bilstein dampers, and Maximum Motorsports control arms, subframe connectors, and bushings. Added airflow and rumbly sound come from Mac headers, a Bassani X-pipe, and Flowmaster cat-back exhaust.

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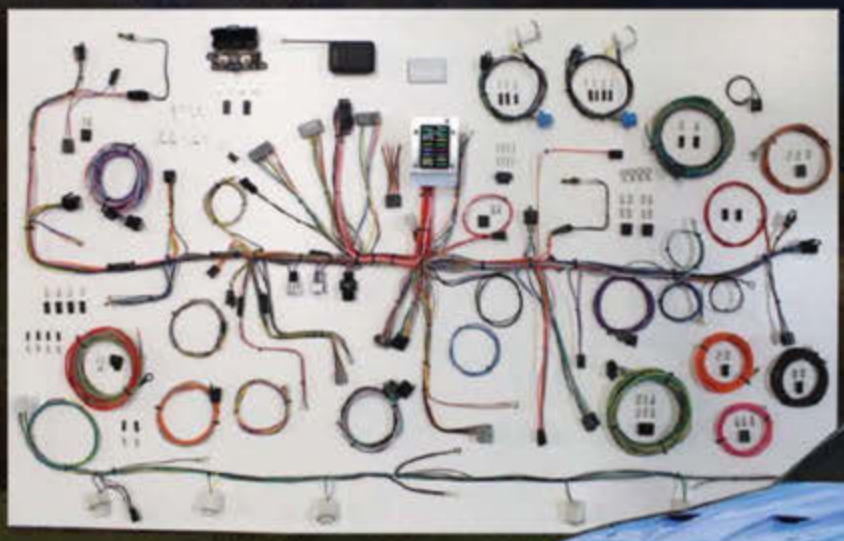
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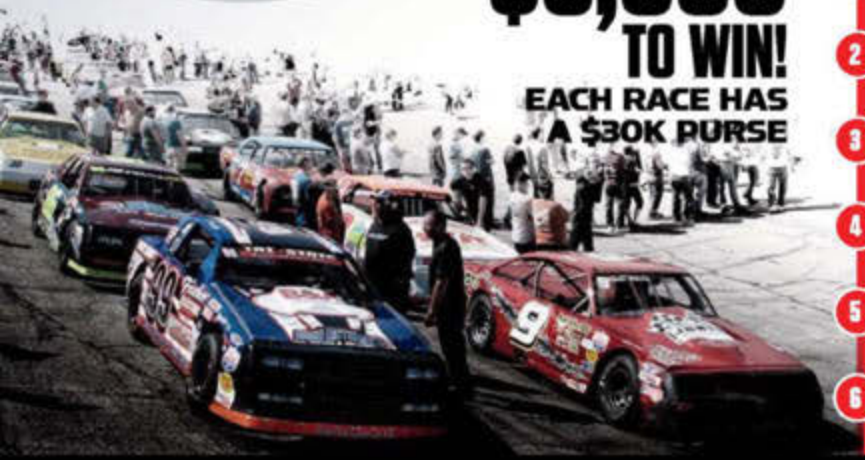


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Ford Racing 427ci Aluminum Block

Ford Performance has added a 9.2-inch deck height version of the Z351 aluminum Windsor block to its product line. This new block is great for smaller displacement builds without the penalty of a taller deck. Like the 9.5-inch deck height version, the block is cast from high-strength 356-T6 grade aluminum and uses splayed four-bolt main caps on the No. 2-3-4 mains. The block is user-friendly and designed to use conventional Windsor components like the cam, timing chain, timing chain cover, oil pan, and oil pump. With a weight of 106 pounds, it's nearly 90 pounds lighter than an iron Ford Performance Race Parts BOSS 351 block.

WEB FORDRACINGPARTS.COM **PHONE** 800.367.3788



JLT Coolant Tank

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WEB JLTTRUECOLDAIR.COM **PHONE** 757.335.1940

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